

R. G. ROULSTONE.
WAGON HOIST OR LIFT.
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963,397.

Patented July 5, 1910.

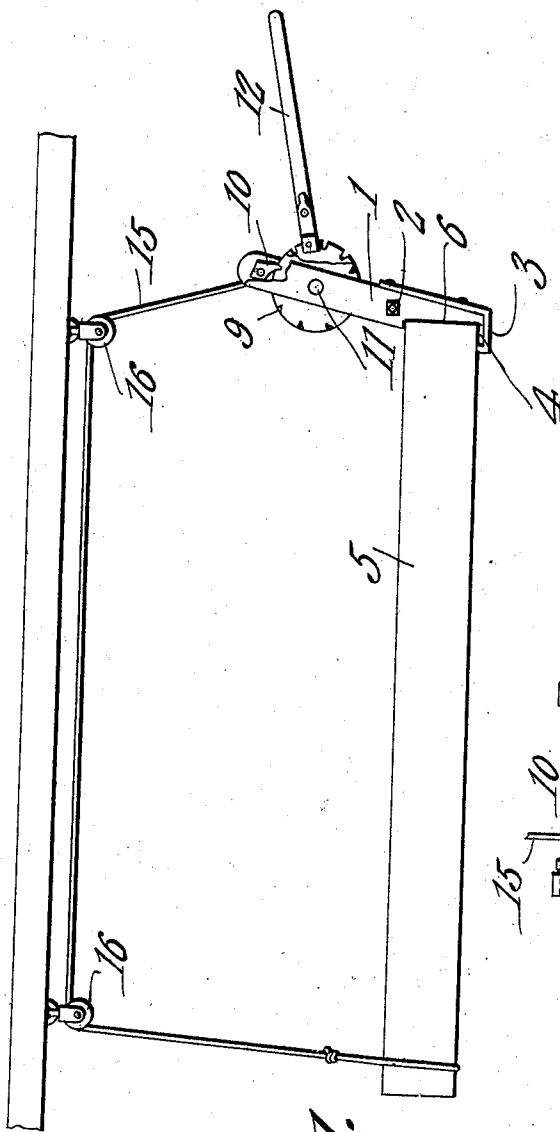


Fig. 1.

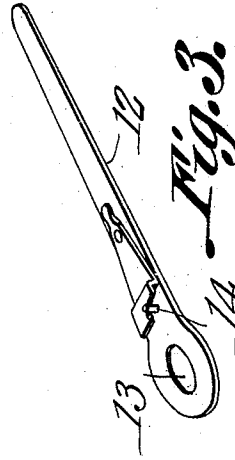


Fig. 3.

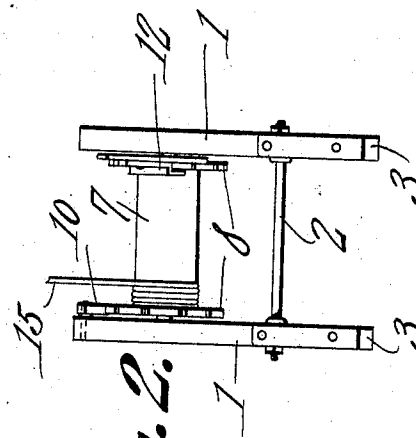


Fig. 2.

Witnesses

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UNITED STATES PATENT OFFICE.

RIP G. ROULSTONE, OF MCKENZIE, TENNESSEE.

WAGON HOIST OR LIFT.

963,397.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, RIP G. ROULSTONE, a citizen of the United States, residing at McKenzie, in the county of Carroll and State of Tennessee, have invented a new and useful Wagon Hoist or Lift, of which the following is a specification.

This invention relates to improvements in devices for raising wagon beds or bodies from the running gear and consists in certain novel features which will be hereinafter first fully described and then specifically pointed out in the appended claims.

In the accompanying drawings which illustrate a typical embodiment of my invention,—Figure 1 is a side elevation of the device showing the same in position upon a wagon bed and showing one of the side bars partly broken away. Fig. 2 is a front elevation of the lifting device removed from the wagon bed, and Fig. 3 is a detail perspective view of the operating lever.

In carrying out my present invention, I employ a frame consisting of a pair of standards 1 connected by a bolt 2 and provided at their lower ends with hooks 3 adapted to engage under the sill 4 at the rear end of a wagon body 5, as shown. The lower ends of the standards 1 are beveled or tapered, as indicated at 6, in order that they may fit closely against the end of the wagon body and between the upper ends of the standards a windlass or drum 7 is mounted. The windlass 7 is provided at its ends with disks 8 having notches 9 in their edges and upon the inner side of one of the standards is pivoted a pawl 10 adapted to engage the notches in the disk immediately below the same in order to prevent retrograde movement of the windlass. Upon the windlass shaft 11 adjacent the opposite standard 1 is mounted the operating lever 12 which is provided at its inner end with a longitudinal slot 13 through which the windlass shaft passes whereby the lever will be capable of a movement radially of said shaft. Above the said slot 13 the lever carries a pin 14 which is adapted to engage the notches in the disk 8 immediately adjacent the lever so that upon vibration of the lever the said disk will be rotated and the windlass consequently caused to wind the hoisting rope 15 which passes from the windlass over pulleys 16, secured upon a rafter or other support within the barn, and

from the said pulleys the hoisting rope passes to and around the front end of the wagon body.

It is thought the operation and advantages of my improved device will be readily understood from the foregoing description, taken in connection with the accompanying drawing.

The lifting device is mounted upon the rear end of the wagon body, as illustrated in the drawings, and the hoisting rope passes over the pulleys 16 and around the front end of the body, as clearly shown in Fig. 1. The operating lever is moved inward so that the pin 14, carried by the said lever, will engage one of the notches in the adjacent disk 8 so that when the lever is pulled downward, the windlass will be rotated and the hoisting rope wound thereon so that the wagon bed will be raised from the running gear, as will be readily understood. As the lever is drawn downward so as to rotate the windlass, the disk at the opposite end of the windlass will ride under the pawl 10, but when the lever is moved outward radially from the windlass so as to disengage the pin on the lever from the windlass, the pawl will drop into engagement with one of the notches in the disk thereunder and will thereby prevent the backward movement of the windlass.

My device can be operated readily without requiring the operator to stretch in reaching for the lever, inasmuch as the lever is disengaged from the windlass after each downward pull thereon and then pushed backward while out of engagement with the disk so as to be capable of again engaging the same at a point within convenient reach of the operator.

The several parts are simple in their construction and are compactly arranged and will be found efficient in operation.

Having thus described my invention, what I claim is:

1. A wagon bed lifter comprising a frame adapted to be attached to the end of the wagon bed, a windlass mounted on the upper end of the said frame and provided at its end with a disk having notches in its edge, and an operating lever having a longitudinally slotted inner end fitted upon the shaft of the windlass and carrying a lateral pin adapted to engage the notches in the edges of the disk on the windlass.

2. A wagon bed lifter comprising a frame adapted to be attached to the end of a wagon bed, a windlass mounted in the upper end of the frame, disks at the ends of the windlass provided with notches in their edges, a
5 pawl pivoted on the frame above one of said disks and adapted to engage the notches therein, and an operating lever mounted upon the windlass at the opposite end there-
10 of and capable of movement radially there-

of and carrying a lateral pin adapted to engage the notches in the adjacent disk.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

RIP G. ROULSTONE.

Witnesses:

C. H. WHITE,

C. C. COSTEN.