

(No Model.)

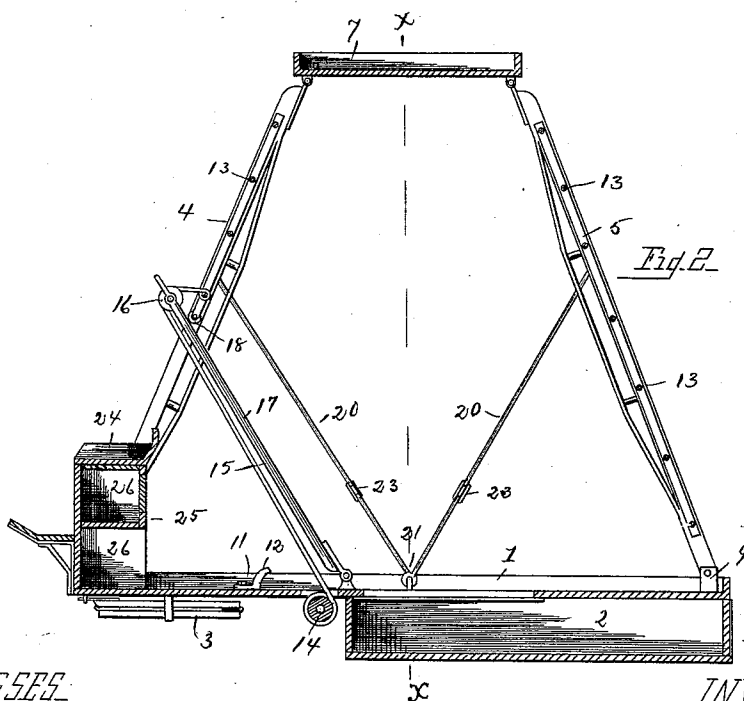
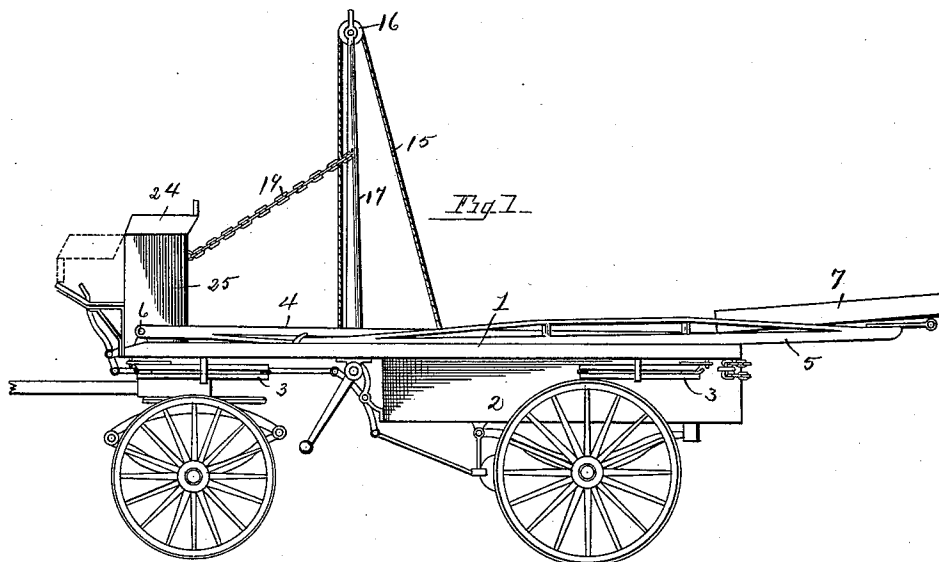
2 Sheets—Sheet 1.

G. H. BODETTE.

VERTICALLY EXTENSIBLE PLATFORM FOR WAGONS.

No. 478,841.

Patented July 12, 1892.



WITNESSES

Carroll J. Webster
Grace E. Lehaney

INVENTOR

George H. Bodette
By William Webster
Atty

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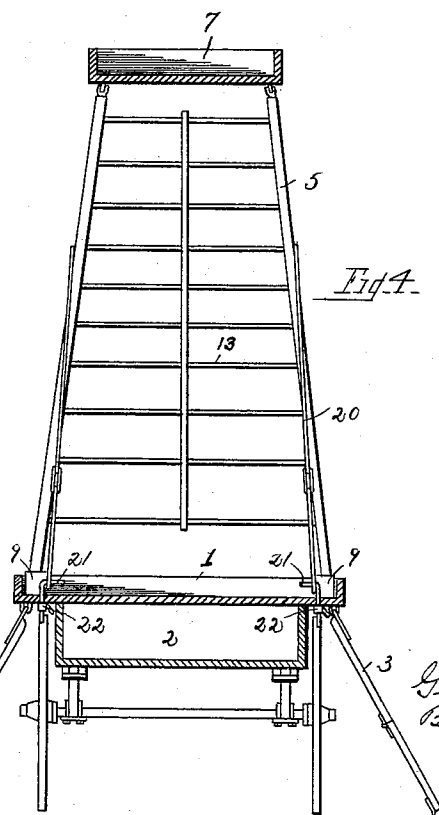
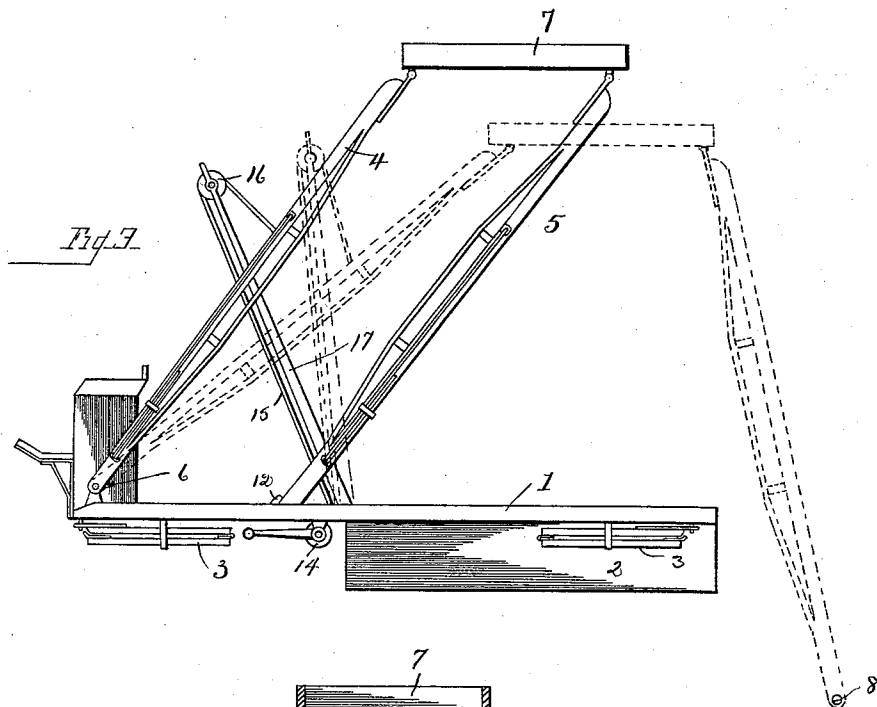
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UNITED STATES PATENT OFFICE.

GEORGE HENRY BODETTE, OF TOLEDO, OHIO, ASSIGNOR TO FREDERICK H. LINCOLN, OF SAME PLACE.

VERTICALLY-EXTENSIBLE PLATFORM FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 478,841, dated July 12, 1892.

Application filed October 22, 1891. Serial No. 409,482. (No model.)

To all whom it may concern:

Be it known that I, GEORGE HENRY BODETTE, of Toledo, county of Lucas, and State of Ohio, have invented certain new and useful Improvements in a Vertically-Extensible Platform for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form part of this specification.

My invention relates to a vertically-extensible platform for wagons, and has for its object to provide a wagon-bed preferably formed with receptacles for tools and supplies, and with a vertically-adjustable platform capable of being extended to any preferred height relative to the bed of the wagon.

One of the prime objects of my invention is to construct a wagon for use in erecting electric-light wires where there is a necessity for transporting the supplies employed in attaching, insulating, and stretching the wires or in repairing broken lines already erected.

In constructing a wagon of this character there must be provision not only for a variety of tools and supplies, but there must be a vertically-extensible platform, in order to allow the operative to be elevated to a height to reach the wires; but the platform must be adjustable to different heights to accommodate the undulations of the street along which the wires are suspended. I have therefore constructed a wagon having broad base or bed, in which is a receptacle for tools, supplies, &c., and a vertically-extensible platform supported upon legs, which are pivotally connected with the bed of the wagon in such a manner that they can be adjusted to raise the extensible platform to any height desired and still maintain the horizontality of the same.

The invention consists in the parts and combination of parts hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a wagon constructed in a preferred form to carry out my invention, the extensible platform being shown as folded. Fig. 2 is a longitudinal vertical section showing the extensible platform elevated to its highest

point. Fig. 3 is a side elevation showing in full lines the vertically-adjustable platform raised to an intermediate point and in dotted lines to its lowest point of adjustment. Fig. 4 is a sectional elevation on lines *xx*, Fig. 2, with the front part removed, showing the form of the wagon-bed and tool-box, also the rear brace extended.

1 designates the wagon-bed, which may be mounted upon any desired character of running-gear and secured in any preferred manner, the bed being preferably formed with a receptacle 2 underneath the same for the storage of tools, supplies, &c., there being also foldable braces 3 pivotally secured to the bed and adapted to be extended to rest upon the street to steady the bed and platform when extended or be folded beneath the bed, as shown.

4 and 5 designate front and rear braces, respectively, the front brace being pivotally secured to the bed at 6, each brace being pivotally secured at the upper end to a platform 7, the lower end of brace 5 being formed with a perforation 8 by which to hold the same to a certain adjustment by means of a perforated standard 9, to which it is secured by means of a pin or bolt, which passes through the perforations, to raise the platform 7 to its highest point, as shown in Fig. 2.

11 designates foot-pieces secured to the bed and are formed with a curved arm 12 to receive the end of the brace 5 when desired to sustain platform 7 in a lower position than that shown in Fig. 2, (see full lines, Fig. 3,) the platform being capable of a still lower adjustment by resting the foot of brace 5 upon the ground, as shown in dotted lines, Fig. 3.

The braces 4 and 5 are trussed to strengthen and render them more rigid than otherwise and are provided with rounds 13 to form a ladder by which to ascend to or descend from platform 7. The vertical extension and adjustment of the braces, and consequently the platform, is accomplished by means of a windlass 14, secured upon the under side of the wagon-bed, upon which is secured a rope 15, which passes from the drum of the windlass over a sheave 16, journaled in a mast 17, pivotally secured to the bed, and extending between braces 4 and bearing against an anti-friction roller 18, journaled between the

braces, (see Fig. 2,) the end of the rope being secured to brace 4, whereby when the rope is wound upon the windlass the brace 4 is raised, and with it platform 7 and brace 5, until platform 7 is the desired height, when brace 5 is either secured to standard 9 to adjust the platform to its highest position, or the lower end of the brace is secured in the foot-piece 12 to adjust the platform to an intermediate height, or the end of the brace is caused to rest upon the ground to adjust the platform to its lowest position. When moving the wagon along the line of wire to be erected or repaired, the platform may be allowed to remain in either the highest or intermediate positions, or it may be lowered for transportation, as shown in Fig. 1, the mast being sustained in vertical position by means of a chain or rod 19, secured to mast 17 and to the wagon-seat. If desired, the straining-rods 20 may be secured to the bed, as at 21, and to the front and rear braces and tension put upon the same by nuts 22 to render the extended platform more rigid during transportation, as well as for sustaining the operative thereon, the rods being jointed at 23 to allow of their being folded, as shown in Fig. 1. The seat 24 is hinged to the seat-box 25, in order to allow the same to be swung forward, the back being so constructed that it rests upon the foot-board, as shown in dotted lines, Fig. 1, thereby providing a support upon which a vise or like tool may be secured, there being receptacles 26 in the seat-box for containing tools, &c.

It will be seen that I have provided a light and portable extensible platform capable of being adjusted to any required height and that the provision made for the reception of tools and supplies, as well as for the attachment of the necessary tools, is of great convenience.

What I claim is—

1. A wagon-bed having front braces pivot-

ally connected therewith, a platform pivotally connected with the upper end thereof, rear braces pivotally connected with the platform, the lower end of the same being adjustable with relation to the lower end of the front braces, and means for raising and lowering the platform.

2. A wagon-bed having front braces pivotally connected therewith, a platform pivotally connected with the upper end thereof, rear braces pivotally connected with the platform, and stops in different positions upon the wagon-bed, against which the lower ends of the rear braces are held to vary the height of the platform.

3. A wagon-bed having multiple braces sustained thereon at their lower ends, the upper ends being pivotally connected with a platform, a mast pivotally supported upon the bed, having a sheave, a windlass journaled upon the bed, and a rope connected with the windlass, passing over the sheave, and connected with the braces to raise the same.

4. A wagon-bed, front braces pivotally connected with the bed and with a platform, rear braces connected with a platform and adjustably supported upon the bed, a mast pivotally connected with the bed and passing between the front braces, which latter bear upon and are supported by the mast, a sheave journaled in the mast, a rope passing over the same and connected with the front braces at one end, and a windlass journaled on the bed, to which the opposite end of the rope is attached.

In testimony that I claim the foregoing as my own I hereby affix my signature in presence of two witnesses.

GEORGE HENRY BODETTE.

Witnesses:

WILLIAM WEBSTER,
CARROLL J. WEBSTER.