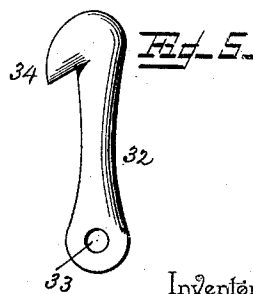
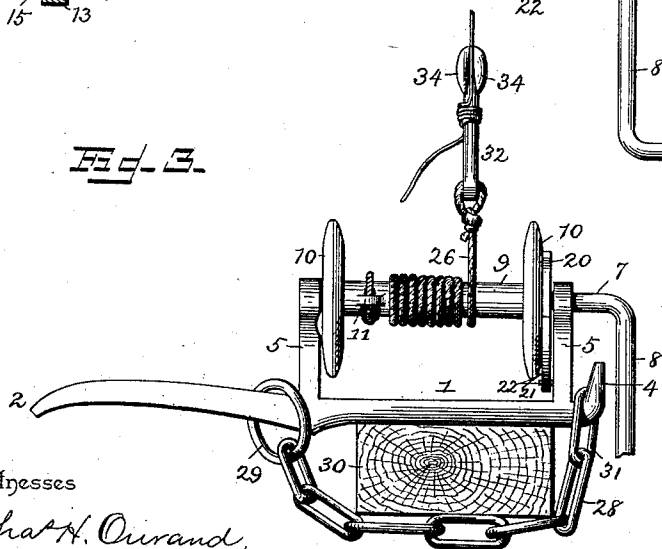
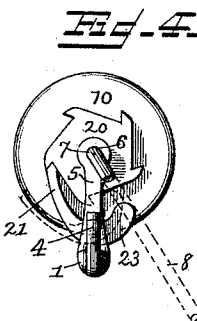
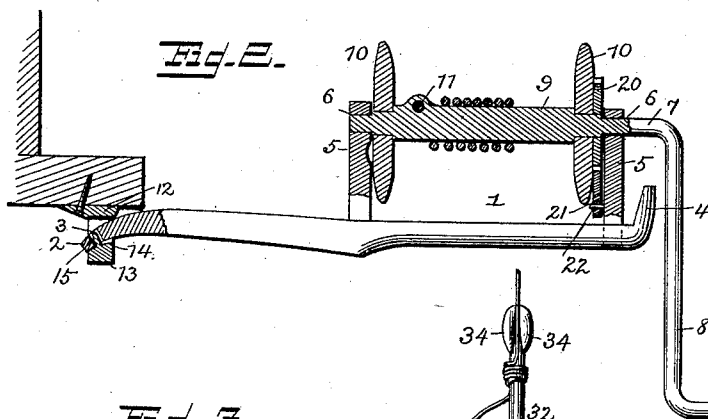
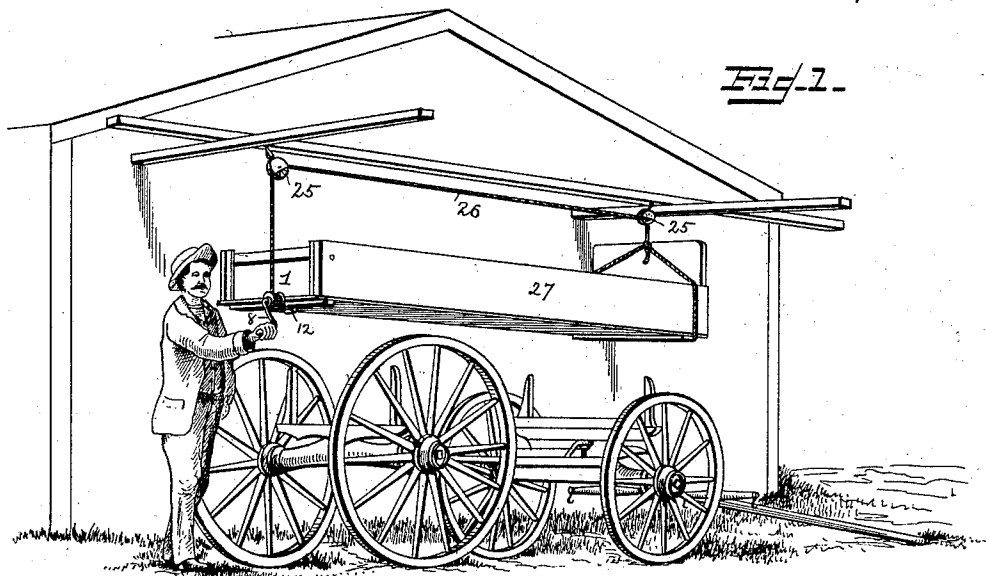


(No Model.)

J. S. JONES.
WINDLASS.

No. 463,057.

Patented Nov. 10, 1891.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES SAMUEL JONES, OF CRUTCHFIELD, KENTUCKY.

WINDLASS.

SPECIFICATION forming part of Letters Patent No. 463,057, dated November 10, 1891.

Application filed July 28, 1891. Serial No. 400,931. (No model.)

To all whom it may concern:

Be it known that I, JAMES SAMUEL JONES, a citizen of the United States, residing at Crutchfield, in the county of Fulton and State of Kentucky, have invented a new and useful Windlass, of which the following is a specification.

This invention relates to hoisting, and more especially to the hand-crank-operated windlasses therein; and the object of the same is to produce an improved device of this character, which may be used for a number of purposes, as for hoisting wagon-beds or for stretching wire.

To this end the invention consists in the specific details of construction hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a general perspective view showing the adaptability of my device for hoisting a wagon-bed. Fig. 2 is an enlarged central longitudinal section of the windlass and the cleat, showing the former as locked in the latter. Fig. 3 is a plan view showing the manner in which the device is used as a wire-stretcher. Fig. 4 is an end elevation showing the pawl and ratchet. Fig. 5 is an enlarged side elevation of the claw.

Referring to the said drawings, 1 designates the body of my improved windlass, whose inner end 2 is turned down and provided with a hole 3, whose outer end has an upturned hook 4, and from which body rise uprights 5 having eyes 6. In said eyes is journaled the main shaft 7, having a crank-handle 8 turning around the outer end of the body, and on this shaft between the uprights is secured the spool 9 having end flanges 10, the body of the spool having a fastening-eye 11 near one of the flanges.

12 is a bracket adapted to be secured beneath the rear end of a wagon-body when this device is to be used for hoisting the same, and this bracket has a cleat 13 depending from its center and having an inwardly-curving face 14, from which rises a pin 15, of a size adapted to enter the hole 3 in the body 1. To connect these parts the body is inclined, its inner end passed through the cleat 13 until the hole 3 engages the pin 15, and the body then raised to a horizontal position, as seen

in Fig. 2, when the parts will be securely locked together.

20 is a ratchet-wheel keyed or fastened on the main shaft 7, and 21 is a pawl pivoted at 22 in one of the uprights 5, just beneath the ratchet-wheel 20, as shown. The other end of this pawl is weighted, as at 23, and is of such size and shape that it normally holds the tip in engagement with one of the teeth. Still, should the device receive a sudden jar sufficient to dislocate this tip, the weighted end will be thrown into the path of the then rapidly-moving teeth, and will be struck by one of them, whereby the tip will be positively caused to engage the next tooth. This pawl retains the spool against a retrograde movement as the crank-handle is turned; but when it is desired to unwind or reverse the motion of the windlass the ratchet is turned slightly forward and the pawl operated by hand, so as to disengage its tip and to pass its weighted end between two of the teeth, (as seen in dotted lines in Fig. 4,) thereby turning the pawl until it is reversed and completely out of engagement with the ratchet, and the crank is then slowly turned in the opposite direction, thereby letting the wagon-bed down onto the running-gear.

A windlass of this character is useful for a variety of purposes, one of which I have illustrated in Fig. 1, to wit: Pulleys or sheaves are secured to the rafters of a wagon-shed or to any other suitable supports, and a rope is passed over the same, one end being connected with the front of a wagon-body and the other end being passed through the fastening-eye 11 and secured therein, as by knotting it. The body being secured in the bracket 12 beneath the wagon-bed 27, and the free end of the rope being connected with the front end of the bed, the crank-handle 8 can be manipulated to raise the bed off the running-gear in a manner which will be clear. When raised, the pawl and ratchet will hold the bed against falling accidentally at any time, and when it is desired to again lower it the pawl is turned over and the windlass unwound, as above described.

When this device is to be used for tightening fence-wires, a chain 28, having a ring at one end, is passed around the fence-post 30,

the ring 29 being engaged over the body 1, the chain drawn tight, as shown in Fig. 3, and a link 31 engaged over the hook 4. The rope 26 is then brought into play, being preferably 5 connected to the spool, as above stated, and to the other end of the rope is secured the claw 32. (Best seen in Fig. 5.) This claw has an eye 33 at one end, into which the rope is fastened, and has tapering fingers 34 at its 10 other end, as shown. The wire to be tightened is simply passed between the fingers if it be a barbed wire, and if it be a plain wire it is given a half-turn around the body of the claw and then passed between the fingers, 15 and to tighten the wire the crank-handle is turned and the device is operated practically in the same manner as above described.

The parts of this machine are preferably of iron, and are proportioned and shaped as may 20 be found necessary and desirable in the manufacture and use of the device.

The device is simple and easy of operation and costs but little to make the machine.

I do not limit myself to the exact details of 25 construction, as various changes may be made therein without departing from the spirit of my invention.

What is claimed as new is—

30 1. In a windlass, the combination, with a body having a downturned inner end provided with a hole, uprights on said body, a crank-shaft journaled in said uprights, and a spool on said shaft, of a bracket having a depending cleat with a rearwardly-inclined inner face, and a pin rising from said face and adapted to engage the hole in the body, as 35 and for the purpose set forth.

2. In a windlass, the combination, with a body having a downturned inner end provided with a hole, uprights on said body, a 40 crank-shaft journaled in said uprights, a ratchet and a spool on said shaft, and a U-shaped pawl pivoted at its bend to one upright and having one weighted end holding the tip of the other end normally in engage- 45 ment with said ratchet, the weighted end being shorter than the distance between said pivot and the bottom of the ratchet-teeth, of a bracket having a depending cleat with a rearwardly-inclined inner face, and a pin ris- 50 ing from said face and adapted to engage the hole in the body, as and for the purpose set forth.

3. In a windlass, the combination, with a crank-shaft journaled in uprights and a spool 55 on said shaft, of a ratchet-wheel on the shaft and a pawl beneath the ratchet pivoted to an upright, the tip of the pawl normally engaging the teeth of the ratchet, the pawl having at the other side of its pivot a weighted body, 60 which is of a size and shape to be struck by the teeth as the ratchet reverses and which may be passed manually between two of the teeth as the ratchet moves forwardly, whereby the pawl may be completely disengaged from 65 the ratchet, as and for the purpose hereinbefore set forth.

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

JAMES SAMUEL JONES.

Witnesses:

J. M. BRAIM,

JNO. P. TYLER.