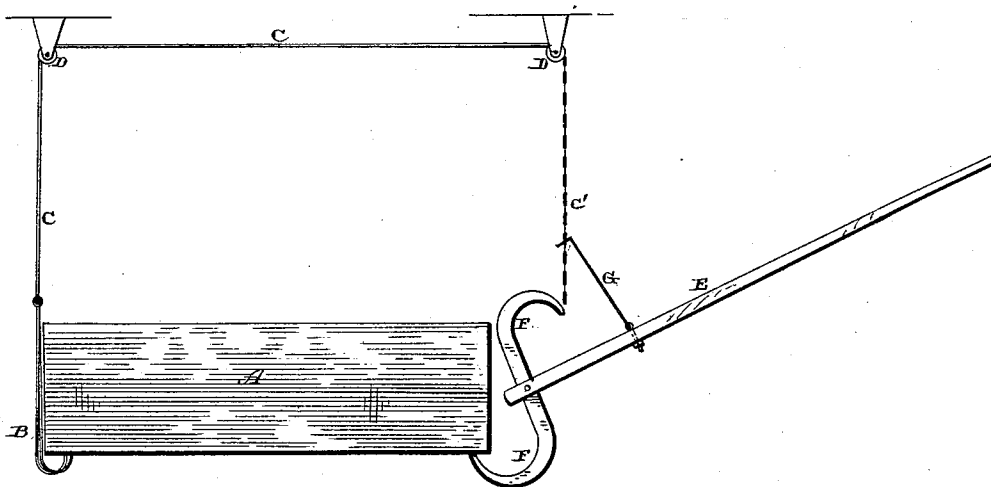


(No Model.)

W. A. HOLLIDAY.  
WAGON BED ELEVATOR.

No. 386,468.

Patented July 24, 1888.



Witnesses.  
X. F. Gardner.  
Edm. P. Ellis.

Inventor,  
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per J. A. Lehmann, atty.

# UNITED STATES PATENT OFFICE.

WILLIAM A. HOLLIDAY, OF BAGWELL, TEXAS.

## WAGON-BED ELEVATOR.

SPECIFICATION forming part of Letters Patent No. 386,468, dated July 24, 1888.

Application filed February 28, 1888. Serial No. 265,531. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. HOLLIDAY, of Bagwell, in the county of Red River and State of Texas, have invented certain new and useful Improvements in Wagon-Bed Elevators; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to an improvement in wagon-bed elevators; and it consists in the combination of a hook for catching under the front end of the bed, a rope or chain which passes up over two pulleys or supports overhead, an S-shaped hook which is pivoted to one end of the lever, and which hook catches at one end under the rear end of the wagon-bed, while its upper end is intended to engage with the supporting-chain, and a rod connected to the lever, which also engages with the chain, as will be more fully described hereinafter.

The object of my invention is to provide an elevator for wagon-beds by means of which a single person can raise the bed from the wagon to any desired height and leave it suspended in position where it can be readily lowered upon the wagon again at any time.

The accompanying drawing represents a side elevation embodying my invention.

A represents an ordinary wagon-bed, and B a hook or grab which catches under the front end of the bed. All that portion extending between the upper end of the hook B and the pulley or support over the rear end of the wagon may be made of either chain, wire, or rope; but all of that part C' extending downward from the rear pulley or support must be formed of the links of a chain.

The lever E, which is to be operated by the person raising the wagon-bed, has an S-shaped hook, F, pivoted upon its inner end, and which hook has its lower point to catch under the rear end of the wagon-bed, while its upper point is intended to engage with the links of the chain; also, loosely secured to the lever E is a rod, G, which is hooked at its upper

end, and which is also intended to catch in one of the links of the chain.

When a wagon-bed is to be elevated, the hook B is made to catch under the front end of the bed A, and then the hook G, loosely connected to the lever E, is made to catch in one of the links of the chain. Upon bearing down upon the outer end of the lever E the hook F, which has had its lower end inserted under the rear end of the wagon-bed, is forced upward, carrying the end of the wagon-bed with it by the movement of the lever E, which turns upon the hooked rod G, as upon a pivot. The wagon-bed, being held between the two hooks B F, is raised until the upper end of the hook F is made to engage with one of the links of the chain, when the wagon-bed will be held supported at this point. By loosening the upper end of the hooked rod G from the chain and making this rod engage with another link higher up, the bed can again be raised a certain distance by bearing down upon the outer end of the lever, when the upper point of the hook F will be made to catch in a higher link of the chain, as before. In this manner, by alternately making the rod G and hook F catch in the chain, the wagon-bed can be raised by a single person any desired distance and left in that raised position ready to be lowered upon the wagon again whenever so desired. In lowering the wagon-bed again in position, the hooked rod G and the upper end of the hook F are alternately made to catch in lower links of the chain.

Having thus described my invention, I claim—

The combination of a hook which is to catch under the front end of the wagon-bed, a supporting wire and chain which passes over suitable supports overhead, the lever E, provided with the S-shaped hook F, and the rod G, provided with a hook for catching in the links of a chain, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM A. HOLLIDAY.

Witnesses:

R. H. WELLS,  
J. E. PAYNE.