

(No Model.)

J. M. KELSO.

DEVICE FOR HOISTING WAGON BEDS.

No. 386,323.

Patented July 17, 1888.

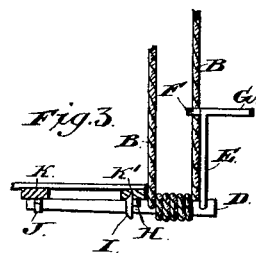
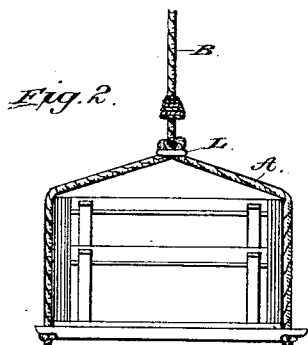
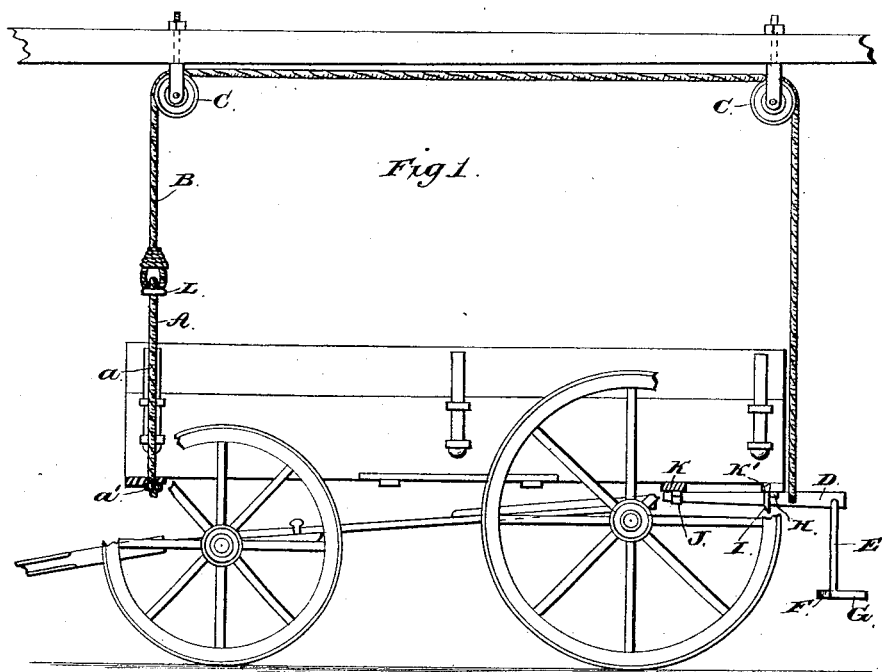
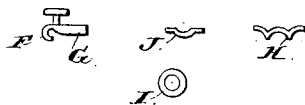


Fig 4.



Witnesses,

Chas. S. Hyer  
E. M. Johnson.

Inventor.

by

John M. Kelso.

Attorney.

# UNITED STATES PATENT OFFICE.

JOHN M. KELSO, OF MEXICO, MISSOURI.

## DEVICE FOR HOISTING WAGON-BEDS.

SPECIFICATION forming part of Letters Patent No. 386,323, dated July 17, 1888.

Application filed January 20, 1888. Serial No. 261,428. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN M. KELSO, a citizen of the United States, residing at Mexico, in the county of Andrain and State of Missouri, have invented certain new and useful Improvements in Devices for Hoisting Wagon-Bodies, of which the following is a specification.

This invention relates to that class of wagon-body hoists comprising a rope carried by overhead pulleys and provided at one end with a sling to receive the end of the wagon-body and at the other end with a windlass or winch to wind the rope.

The invention consists in providing the pivoted crank-arm of the windlass with a hook to engage the rope or the wagon-body and prevent the unwinding of the rope on the drum of the windlass.

In the accompanying drawings, Figure 1 is a side elevation showing my improved wagon-body hoist in position to raise the body or box of a wagon. Fig. 2 is an end elevation looking toward the sling. Fig. 3 is a detail side elevation showing the hook of the crank-arm in engagement with the rope. Fig. 4 illustrates the inner parts in detail.

In carrying out my invention two grooved pulleys, C, are secured overhead to any suitable support or supports in a wagon-shed or other covered structure at a distance apart equal approximately to the length of the body or box of an ordinary farm or "lumber" wagon. Reeved through the pulleys is a rope, B, connected at one end with the center of a sling or stirrup, A, consisting of a flexible loop, *a*, the ends of which are connected to the ends of a straight foot-piece, *a'*, of a length slightly exceeding the width of the wagon-body. The rope B is secured at its other end to the drum or shaft D of a windlass, having pivoted thereto a crank-arm, E, provided at its outer end with a handle, G, and at the side opposite the handle with a hook, F. The shaft of this windlass is provided about midway of its length with a collar, I, and is tapered toward its inner end, as shown.

The cross-sills K K' at the rear end of the wagon-body are provided, respectively, with centrally-arranged closed and open loops J

and H, (see Figs. 1 and 4,) forming bearings for the windlass-shaft D, and the collar I on said shaft is so arranged as to fit snugly behind the rearmost or open bearing, H, when the windlass-shaft is in operative position and prevent the accidental endwise movement of said shaft.

In operation a wagon is run into the shed beneath the pulleys C of the hoist. The sling or stirrup A is then passed over the front end of the wagon-body and the shaft D of the windlass is fixed in its bearings H J. The handle G is now operated to wind the rope B upon the shaft, thus raising the wagon-body sufficiently above the truck to permit the latter to be moved out. The rope B is now passed into the hook F of the crank-arm E to lock the shaft D against rotation, thus suspending the wagon-body securely until released by hand.

I am aware that it has been proposed in devices of this general character to pivot a crank-arm to the winding drum or shaft, the shaft being locked after the wagon-body has been raised by resting the handle at the outer end of the crank-arm against the rope or chain, and this construction I do not claim. My invention differs from this construction in that the crank-arm is provided with a hook to embrace the rope, thus locking the shaft positively against rotation in either direction and preventing the accidental release of the crank-arm. Aside from this, as the hook projects from the crank-arm in a direction opposite the handle the shaft can be secured at half-turns, if desired, as at one half-turn the hook will be in position to receive the rope and at the next half-turn the handle G can be rested against the rope, as in the device hereinbefore acknowledged; or the crank-arm can be folded back to cause either the handle or hook to engage the under side of the wagon-body.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

In a wagon-body hoist, the combination, with the overhead pulleys, the rope provided at one end with a sling and at the other end with a windlass-shaft adapted to fit in bear-

ings secured to the wagon-body at one end, of  
a crank-arm secured by a transverse pivot to  
the outer end of said shaft and having a han-  
dle projecting at right angles from its outer  
5 end and a hook arranged at the opposite side  
thereof to embrace the rope, whereby the  
shaft may be positively locked against rota-  
tion in either direction, substantially as de-  
scribed.

JOHN M. KELSO.

Witnesses:

DANIEL D. WOODWARD,  
JOS. M. COONS.