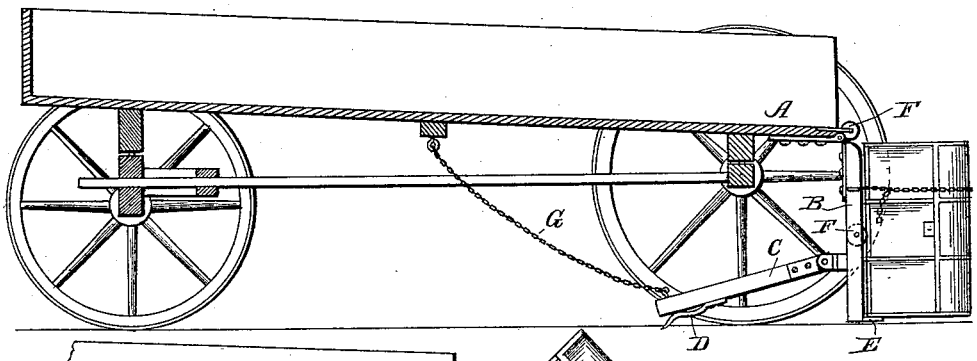
(No Model.)

A. PSOTA.

WAGON LOADING DEVICE.

No. 493,598. Patented Mar. 14, 1893.

Fig. 1.



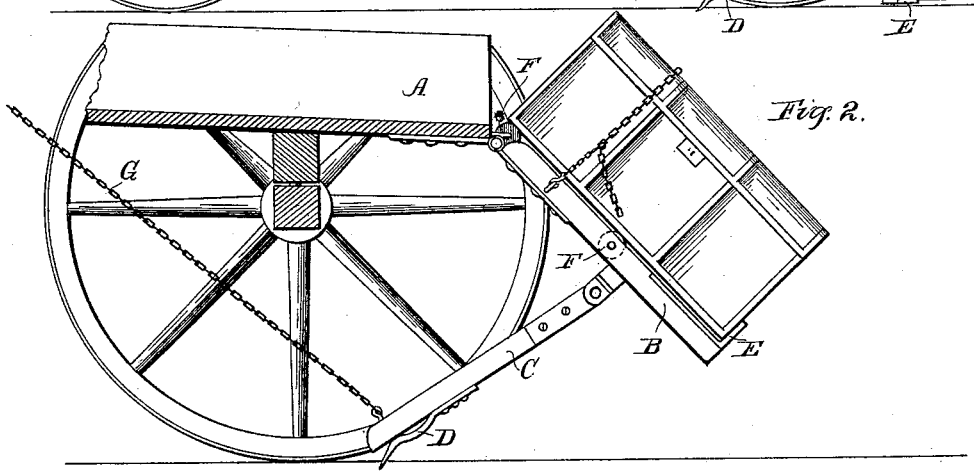
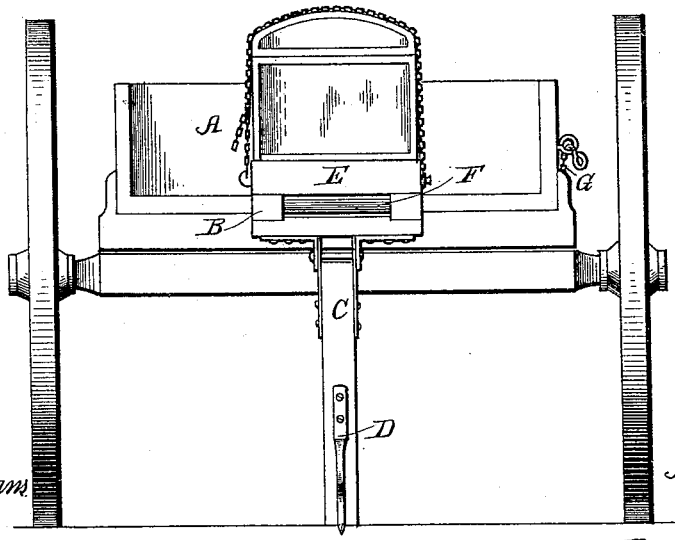


Fig. 2.

Fig. 3.



WITNESSES
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ANTON PSOTA, OF WEST POINT, NEBRASKA, ASSIGNOR OF ONE-HALF TO KIMBALL E. VALENTINE.

WAGON-LOADING DEVICE.

SPECIFICATION forming part of Letters Patent No. 493,598, dated March 14, 1893.

Application filed October 17, 1892. Serial No. 449,079. (No model.)

To all whom it may concern:

Be it known that I, ANTON PSOTA, a citizen of the United States, residing at West Point, in the county of Cuming and State of Nebraska, have invented certain new and useful Improvements in Wagon-Loading Devices; 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 appertains to make and use the same.

My invention relates to devices for loading and unloading vehicles, and particularly to devices for assisting in the loading and unloading of boxes, barrels, trunks, and the like, whereby one man is enabled without other assistance to load into a wagon or other vehicle to which my loading device is applied, or to unload from said wagon, articles such as those named. And my invention consists in the novel means employed for loading boxes and the like into wagons or other vehicles, as will be more fully hereinafter described.

The objects of my invention are: first, to provide a device by the aid of which one man, without other assistance, and without exertion may load into a wagon or other vehicle boxes, barrels, bales, trunks, and other articles of a similar nature; second, to make this device strong, simple, cheap, and not liable to get out of order; third, to provide means for securing this device out of the way under the wagon when it is not desired to use it, but in such a manner that it may be made available for use instantly when desired. These objects are attained in the device herein described and illustrated in the drawings which accompany and form a part of this application, in which the same reference letters indicate the same or corresponding parts, and in which:—

Figure 1 is a longitudinal sectional elevation of a wagon to which my loading device is attached, and shows a trunk placed upon this loading device, in position to be loaded into the wagon. Fig. 2 is a sectional elevation of the rear portion of the wagon, showing this loading device in operation, the trunk having been raised about half way. Fig. 3 is an end view of the wagon, and shows the trunk raised into position to be pushed forward into the wagon body.

In the drawings, A is the body of the wagon, to the rear end of which is pivoted the frame B, which forms the main portion of the loading device. To the frame B is pivoted the strut or post C, which is provided at its free end with a metal prong or point D adapted to catch in the ground and prevent the post from moving forward with the wagon, when the latter is driven forward, as hereinafter stated. To the end of the frame B is secured the plate or tail piece E, which supports the box while it is being loaded into the wagon, and prevents it from sliding off from the loading device. The frame B carries two rollers, F, F, and the box rests upon these rollers when the frame B is in the horizontal position, the rollers thus making it easy to move the box into the wagon.

When the loading device is not in use it is swung up under the body of the wagon by means of a chain G shown in Figs. 1 and 2, and in this position it is entirely out of the way, and does not interfere in the least with the movement of the wagon. By releasing the chain G, however, the loading device may be instantly brought into use.

In using my loading device, the wagon is backed up close to the box or other article to be loaded into it. The chain G is then released, allowing the frame B and post C to drop downward into position, the prong D being forced into the ground by the weight of the post C. This position of the loading device is shown in Fig. 1. The article to be loaded is then moved forward against the frame B, with its end resting on the tail piece E. A chain or rope is then carried around the box, as shown, and fastened, thus preventing the box from falling off. The wagon is now driven forward through a distance of about a yard. Inasmuch as the point D is embedded in the ground, the post C cannot move forward with the wagon, and the frame B is thus caused to swing upward about its pivot, into the horizontal position shown in Fig. 3. The box is then pushed forward over the rollers F F into the wagon. By backing the wagon again, the frame B is again brought into the vertical position, ready to load another box into the wagon.

It will be noted that the point D offers no

resistance to the continued backing of the wagon, so that after the frame B is in the vertical position the wagon may be backed as far as desired without hinderance from the loading device. This is a great convenience where many separate articles are to be placed in the wagon.

By reversing the operation just described, the loading device may be used for unloading the wagon. The frame B being in the horizontal position, the box is moved backward until it rests upon the frame B. The wagon is then backed, and as it backs the frame B swings downward, carrying with it the box, until its end rests against the ground. The box may then be pushed off from the tail piece E.

The point or prong D catches readily in dirt roads, or in roads paved with cobble stones. Where the loading device is to be used on smooth pavements, such as asphalt, I may substitute for the point D a cushion of rubber, leather, or other similar substance.

Having thus described my invention, what I claim is—

1. In a wagon loading device, the combination, with the frame B hinged to the rear end of the wagon and adapted to receive boxes, barrels, and the like, and means for holding said boxes or barrels in place during the loading operation, of the strut or post C hinged to said frame B and provided with means for causing the end of said post to catch on the ground when the wagon moves forward, and means for securing said frame B and post C under the body of the wagon when not in use, substantially as described.

2. In a wagon loading device, the combination, with the frame B hinged to the rear end of the wagon and adapted to receive boxes, barrels, and the like, and the projecting tail piece E secured thereto, of the strut or post C hinged to said frame B and provided with the point or prong D, and means for securing the frame B and post C under the body of the wagon when not in use, substantially as described.

3. In a wagon loading device, the combination, with the frame B hinged to the rear end of the wagon and adapted to receive boxes, barrels, and the like, and the projecting tail piece E and roller F secured thereto, of the strut or post C hinged to said frame B and provided with means for causing the end of said post to catch on the ground when the wagon moves forward, and means for securing the said frame B and post C under the body of the wagon when not in use, substantially as described.

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

ANTON PSOTA.

Witnesses:
EDWARD K. VALENTINE,
FREDERICK SONNENSCHEIN.