

No. 645,632.

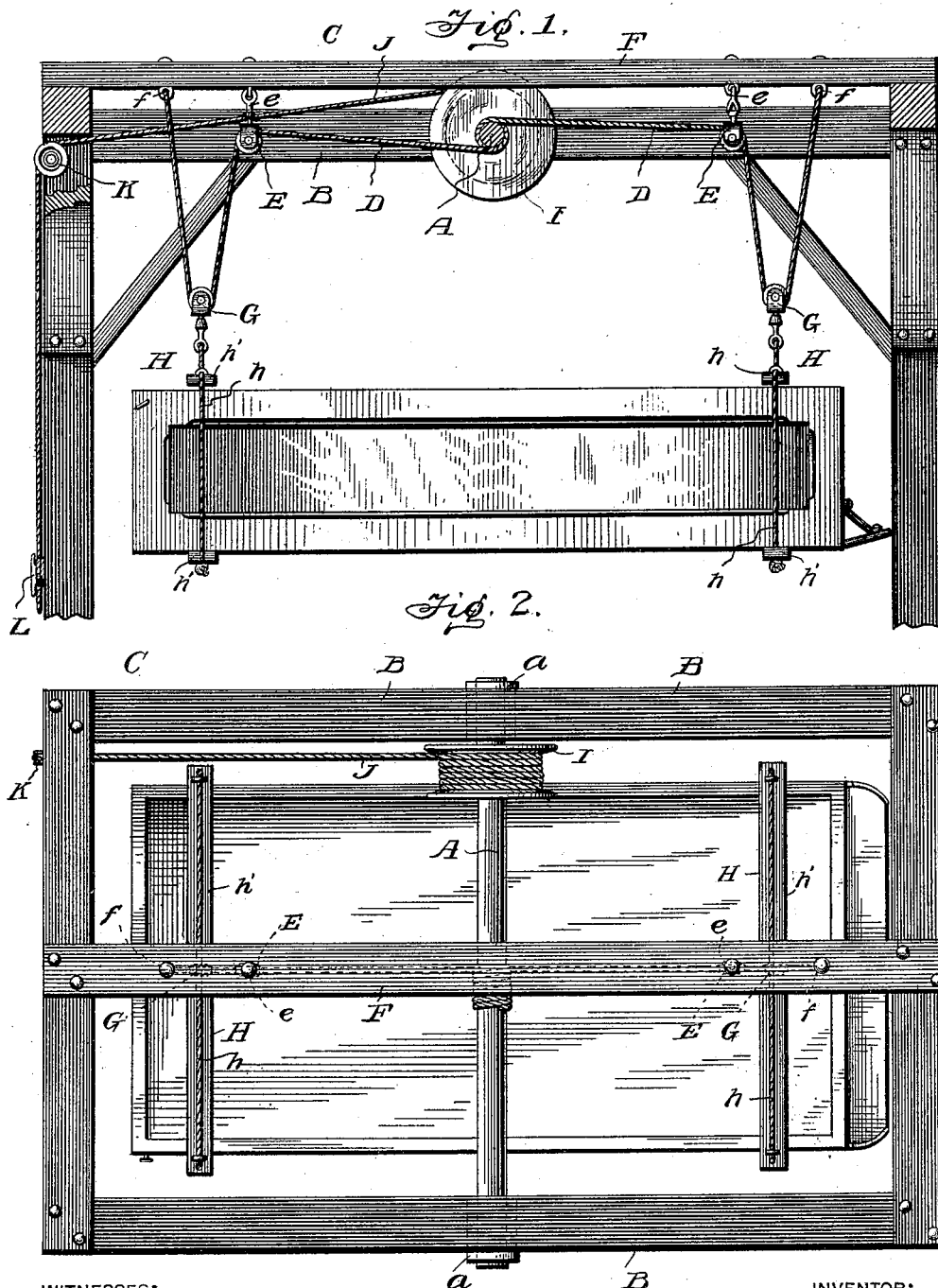
Patented Mar. 20, 1900.

W. F. STOUT.

APPARATUS FOR LIFTING WAGON BODIES, &c.

(Application filed May 24, 1899.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM F. STOUT, OF COFFEE, INDIANA.

APPARATUS FOR LIFTING WAGON-BODIES, &c.

SPECIFICATION forming part of Letters Patent No. 645,632, dated March 20, 1900.

Application filed May 24, 1899. Serial No. 718,077. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. STOUT, a citizen of the United States, residing at Coffee, in the county of Clay and State of Indiana, have invented certain new and useful Improvements in Apparatus for Lifting Wagon-Bodies or for Similar Purposes; 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.

This invention relates to an improvement in apparatus for lifting wagon-bodies or for similar purposes, and is embodied in the novel construction, arrangement, and combination of the various parts, as hereinafter described, and particularly set forth in the claim.

The objects of the invention are to simplify and cheapen such apparatus and render the same so simple and easy in operation and to so arrange the parts relative to each other that a single person can raise or lower the wagon-body or other body and at the same time move to different points in the vicinity of the body for the purpose of adjusting and insuring the proper position of the body or for other purposes.

In order to give a proper understanding of the invention, I have shown in the accompanying drawings a practical embodiment thereof, but desire it understood that I do not limit the invention in its useful applications to the particular construction therein illustrated.

In the drawings, Figure 1 is a vertical sectional view showing the apparatus. Fig. 2 is a top plan thereof.

Referring to the drawings, A indicates a shaft. This shaft may be journaled in suitable bearings supported by or formed in the upper part of the wagon-shed or structure adapted for the purpose or may be conveniently, as shown in the drawings, rotatably mounted in bearings *a* in the horizontal members B of a suitably-constructed supporting-frame C, comprising the necessary uprights and cross-timbers. Secured to the shaft A and extending to each side thereof is a rope or ropes D, passing over sheaves or pulleys E, one supported on each side of the shaft A. These pulleys may be, like the shaft, supported from a part or rafter of the shed or the like, or, as shown, may depend from a suit-

able beam or timber F of the supporting-frame. It will be observed that the sheaves or pulleys E are flexibly supported in any preferred manner, as at *e*, so that they can swing freely and universally. The rope or ropes D pass over the pulleys E and extend down therefrom, running under sheaves or pulleys G, from whence the ropes extend up and are secured to the shed or structure or, as shown, to the cross-beam F, as at *f*. From each pulley or sheave G is suspended a sling or support H, comprising each a rope or flexible member *h* and the upper and lower cross-rods *h'*, between which the wagon-body or other body to be lifted is supported and held.

On the shaft A, conveniently at one side thereof, is a large drum or windlass I, to which is secured a rope or flexible member J, which is wound about the drum H and from whence it extends to a pulley or suitable antifriction-bearing K, suitably supported at any convenient point, from which the rope extends down to a point where it can be conveniently reached and manipulated by a person operating the apparatus. A suitable belaying-pin or other holding device L is provided to hold the rope J to retain the slings at any desired elevation.

Such being the construction of the apparatus, it is intended to be operated substantially as follows: The slings H being placed over the ends of the wagon-body or other body to be raised, the operator grasps the rope J and by pulling thereon turns the drum, and through it the shaft A, causing the rope or ropes D to wind thereon in opposite directions, as represented in Fig. 2. It will be seen that the rope or ropes winding on the shaft will follow the same longitudinally, and as a consequence the direction or angle of the rope or ropes D in relation to the shaft constantly changes. To permit this and prevent the disengagement of the rope or ropes from the pulleys E, the latter are, as before stated, universally or flexibly supported. The fact that the rope hangs down and is intended to be operated by hand permits the operator, while holding the rope and sustaining the slings, with their load, at any elevation, to move to any point in the vicinity of the wagon-body to adjust the same properly in lowering it or replacing it on the trucks. He can therefore,

while manipulating the rope with one hand, see to the proper placing of the wagon-body.

Having thus described my invention, what I claim as new, and desire to secure by Letters

5 Patent, is—

The combination of a supporting-frame having a longitudinal horizontal timber F, a transverse shaft journaled on said frame, a drum on said shaft, pulleys E swiveled on
10 said timber F one on each side of said shaft, a rope or ropes secured to said shaft and passing over said pulleys E then under pulleys G

and secured at the ends to said timber F, a sling swiveled to and depending from each pulley G and each adapted to engage over and support one end of a wagon-body, and an operating-rope secured to said drum, substantially as described. 15

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

WILLIAM F. STOUT.

Witnesses:

FRANK WOODS,
EMRY STARK.