

(No Model.)

M. ALLMON.  
STUMP PULLER OR LOAD LIFTER.

No. 521,251.

Patented June 12, 1894.

Fig. 1.

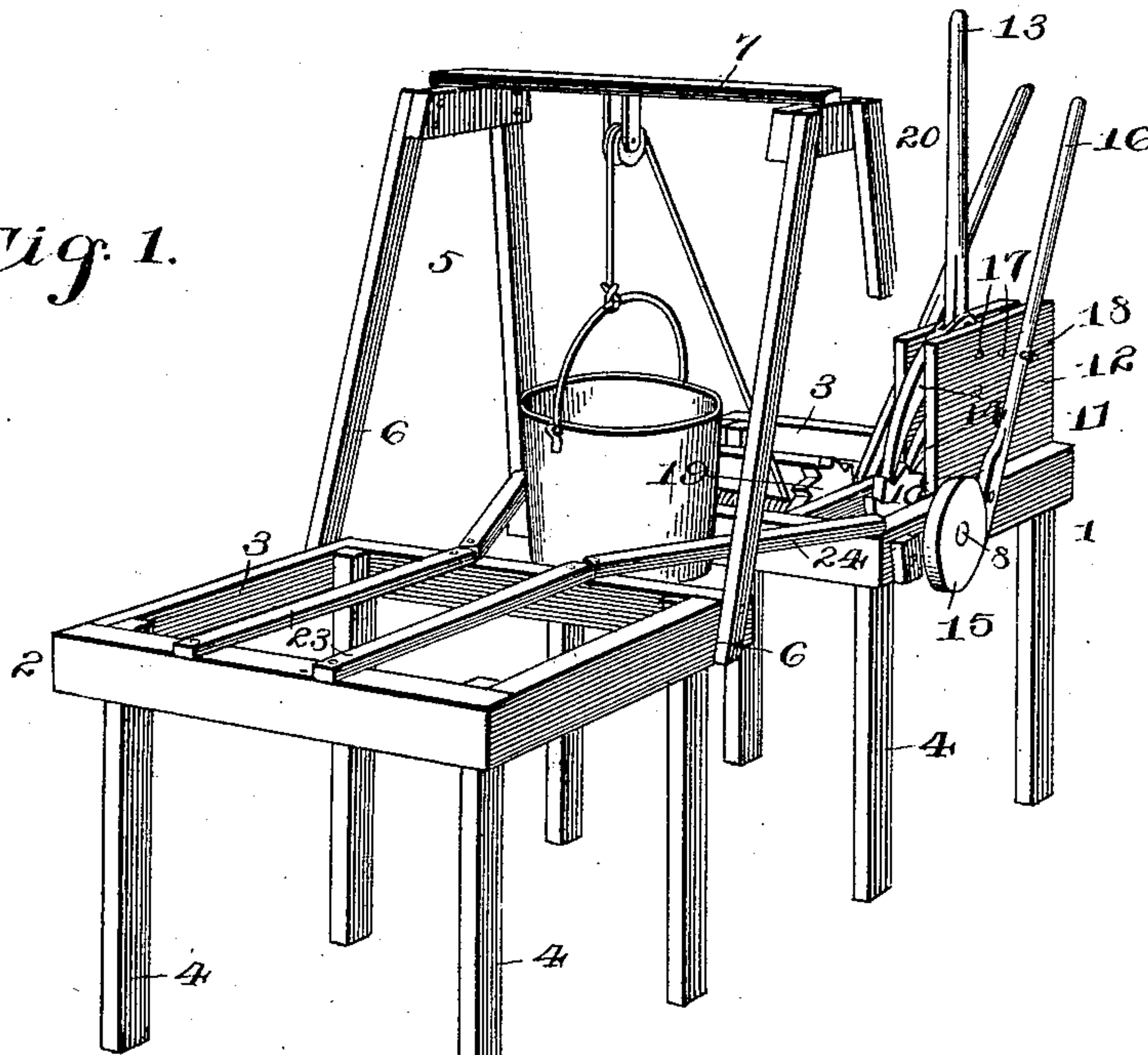
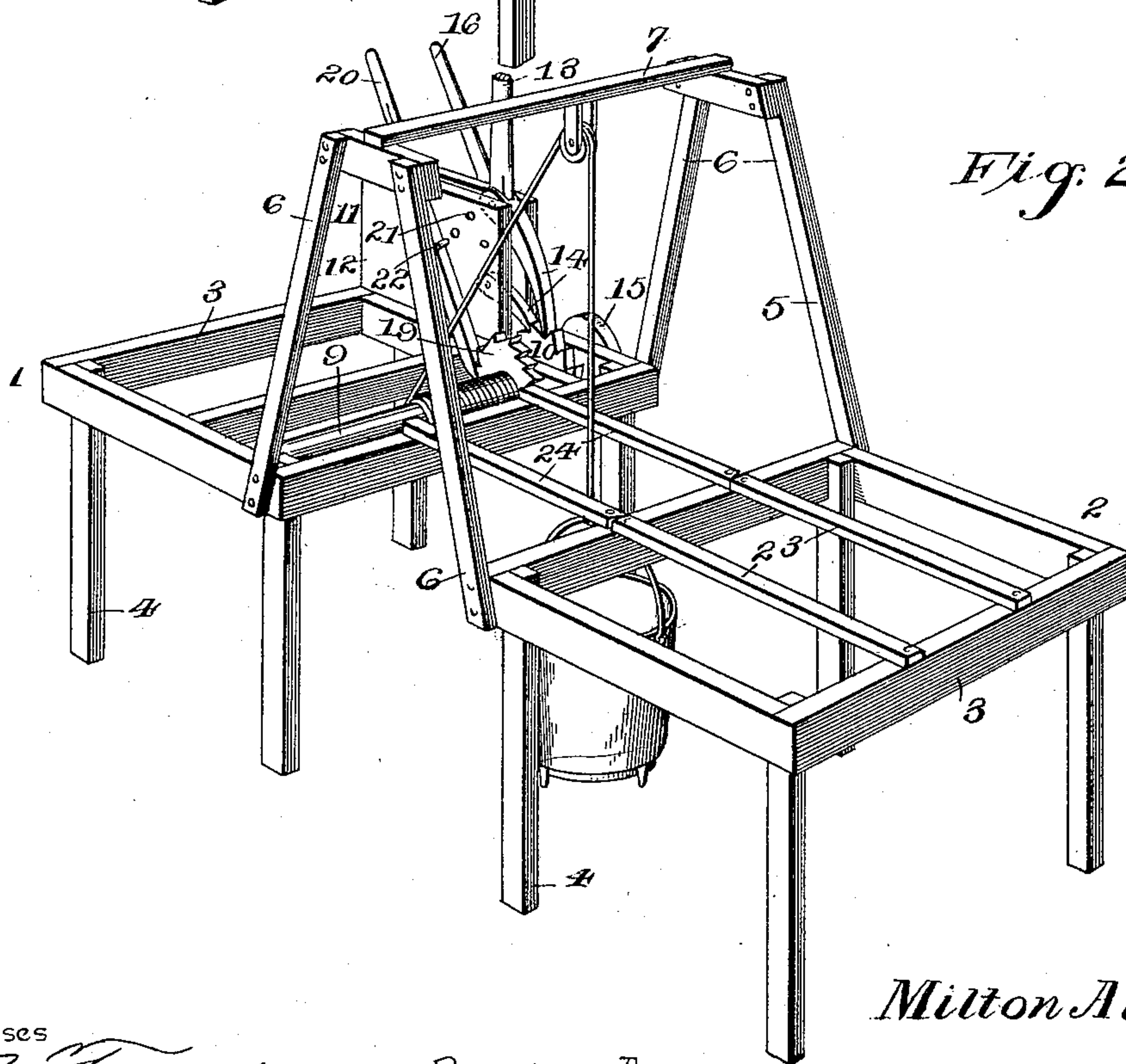


Fig. 2.



Inventor

Milton Allmon

Witnesses

C. A. Ford

C. E. Rayle

By his Attorneys.

C. A. Snow & Co.

THE NATIONAL LITHOGRAPHING COMPANY,  
WASHINGTON, D. C.



# UNITED STATES PATENT OFFICE.

MILTON ALLMON, OF BENTON, ILLINOIS.

## STUMP-PULLER OR LOAD-LIFTER.

SPECIFICATION forming part of Letters Patent No. 521,251, dated June 12, 1894.

Application filed September 14, 1893 Serial No. 485,530. (No model.)

*To all whom it may concern:*

Be it known that I, MILTON ALLMON, a citizen of the United States, residing at Benton, in the county of Franklin and State of Illinois, have invented a new and useful Stump-Puller or Load-Lifter, of which the following is a specification.

My invention relates to an improved stump puller and load lifter, and it has for its object to provide a simple, inexpensive and efficient device for pulling a stump and lifting the same or other load to the level of the body of the vehicle, whereby it may be moved horizontally into the latter.

Further objects and advantages of this invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claims.

In the drawings: Figure 1 is a perspective view of a device embodying my invention. Fig. 2 is a similar view looking at the opposite side of the machine.

Similar numerals of reference indicate corresponding parts in both figures of the drawings.

The framework of the device comprises two parts or members 1 and 2, each of which is constructed of a horizontal rectangular frame 3, mounted upon the supporting standards 4, and the said frames, which are arranged in alignment and are spaced apart so as to occupy positions upon opposite sides of the stump or other load to be lifted, are connected by the derrick 5, consisting of the inverted V-shaped uprights 6, connected at their upper ends by the cross-bar 7.

8 represents the drum shaft, which is mounted in bearings in the opposite sides of the framework and carries a drum 9, and a ratchet-wheel 10.

11 represents a bracket mounted upon the same member of the framework as the said drum shaft and having parallel sides 12 between which is fulcrumed the operating lever 13. This lever carries the twin pawls 14, which are arranged upon opposite sides of the fulcrum of the lever and engage the said ratchet-wheel, whereby as the lever is oscillated the pawls alternately engage and communicate motion to the ratchet-wheel, and through the latter to the shaft. Fixed to the

drum shaft is a brake-wheel 15, and fulcrumed to the side of the framework, in operative relation thereto, is a brake-lever 16, which is disposed to operate parallel with and adjacent to one of the sides of the bracket which supports the operating lever, said side being provided with a series of perforations or sockets 17 for the reception of a locking-pin 18, to hold the brake-lever in the desired position.

Fixed to the drum shaft, preferably between the sides of the frame, is a clutch-wheel 19, and fulcrumed to the frame, in operative relation to said clutch-wheel, and contiguous to the opposite side of the bracket from the brake-lever just described, is a locking-lever 20, so disposed as to automatically engage the clutch-wheel, being held in operative position by gravity. The side of the bracket adjacent to said locking-lever, is provided with a series of perforations 21, for the reception of a locking-pin 22 to hold the locking-lever out of engagement with the clutch-wheel.

Arranged longitudinally upon the members comprising the framework, is a track consisting of the parallel rails 23. The portions of these track rails which span the frames 1 and 2 are fixed in position, and the respective track rails of the two members are connected to span the interval between the frames by the removable rail-sections 24, which, in Fig. 1, are shown displaced to enable the load to be elevated between the frames. After the load has been elevated to a plane above the track, these removable sections are replaced and the load lowered thereupon, after which the latter may be moved longitudinally into the vehicle.

The parallel side plates comprising the bracket in which the operating lever is arranged serve as guides for such lever to prevent lateral vibration and disarrangement of the actuating pawls. As above shown, these side plates perform the additional function of supporting the pins whereby the brake and locking levers are held in the desired positions.

It will be understood that the brake mechanism, comprising the brake-wheel and lever, is adapted especially for use in lowering the load upon the track, and the locking device, comprising the clutch-wheel and locking-lever, is designed to secure the load at any de-



sired elevation and prevent the accidental dropping of the load after it has been raised.

Various changes in the form, proportion, and the minor details of construction may be  
5 resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described my invention, what I claim is—

10 1. In a device of the class described, the combination of a framework comprising independent spaced self-supporting sections or members, adapted to be arranged upon opposite sides of the object to be elevated, a der-  
15 rick connecting said sections or members and spanning the interval therebetween, a track arranged longitudinally upon the framework and having removable rail-sections which span the interval between the sections, and ele-  
20 vating devices carried by one of the sections, whereby the tracks upon the other section are unobstructed, substantially as specified.

2. In a device of the class described, the

combination of a framework comprising independent spaced sections or members connected by a derrick, a track arranged upon said framework and having removable rail-sections to span the interval between the same, a drum shaft provided with a ratchet-wheel, a bracket carried by one of the sections and  
25 having parallel side plates, an operating lever fulcrumed between the side plates of the bracket and carrying pawls to engage said ratchet-wheel, a brake mechanism having its lever arranged contiguous to one of the  
30 side plates of the bracket, a clutch device having a gravity lever arranged contiguous to the other side plate of the bracket, and locking-pins engaging perforations in said side plates to secure said levers in adjusted  
35 position, substantially as specified. 40

MILTON ALLMON.

Witnesses:

JAMES THOMAS NEWSOM,  
LARKIN JEFFERSON GARNER.