

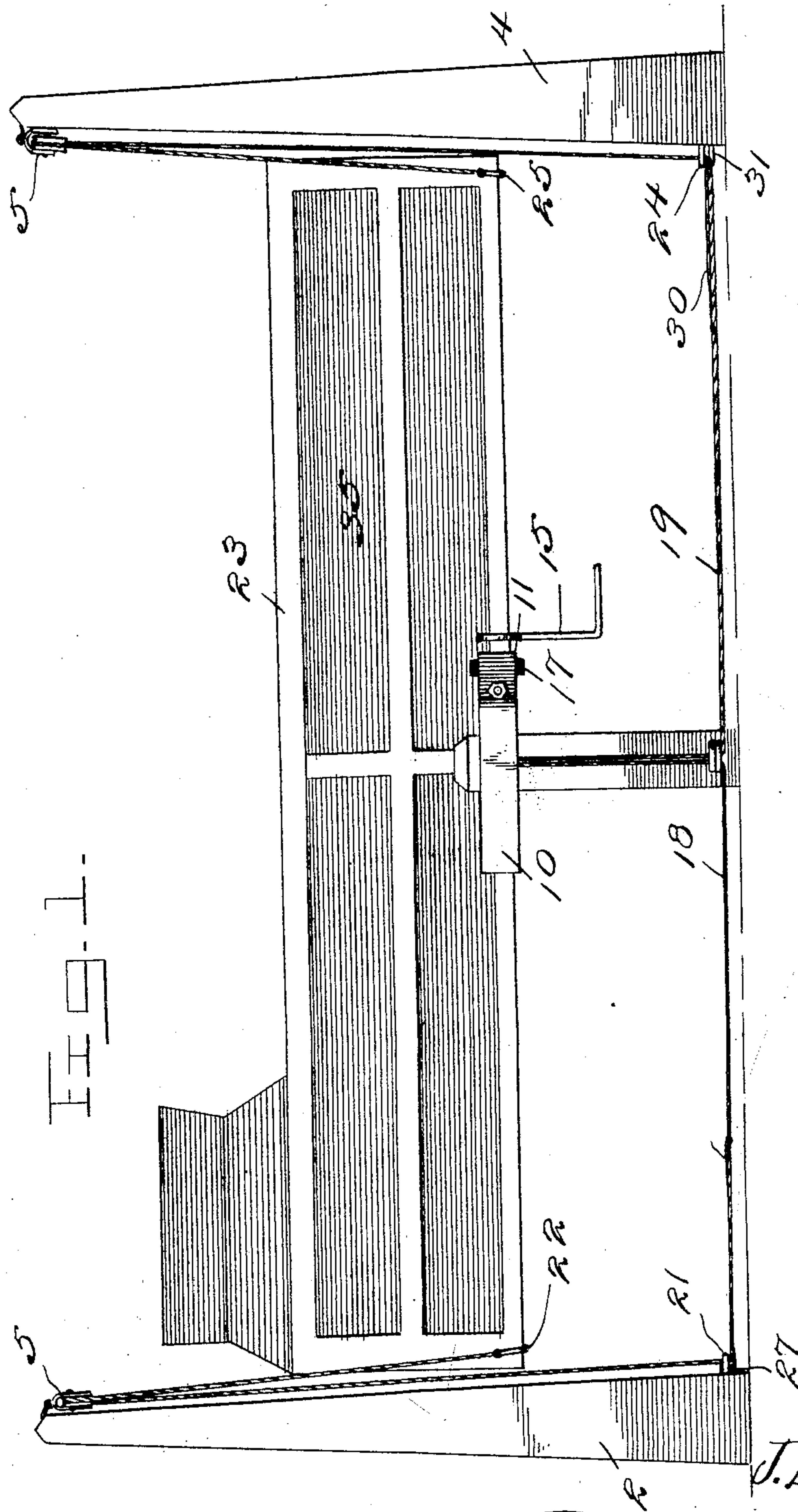
No. 803,448.

PATENTED OCT. 31, 1905.

J. D. STALTER.
WAGON HOIST.

APPLICATION FILED AUG. 9, 1905.

2 SHEETS—SHEET 1.



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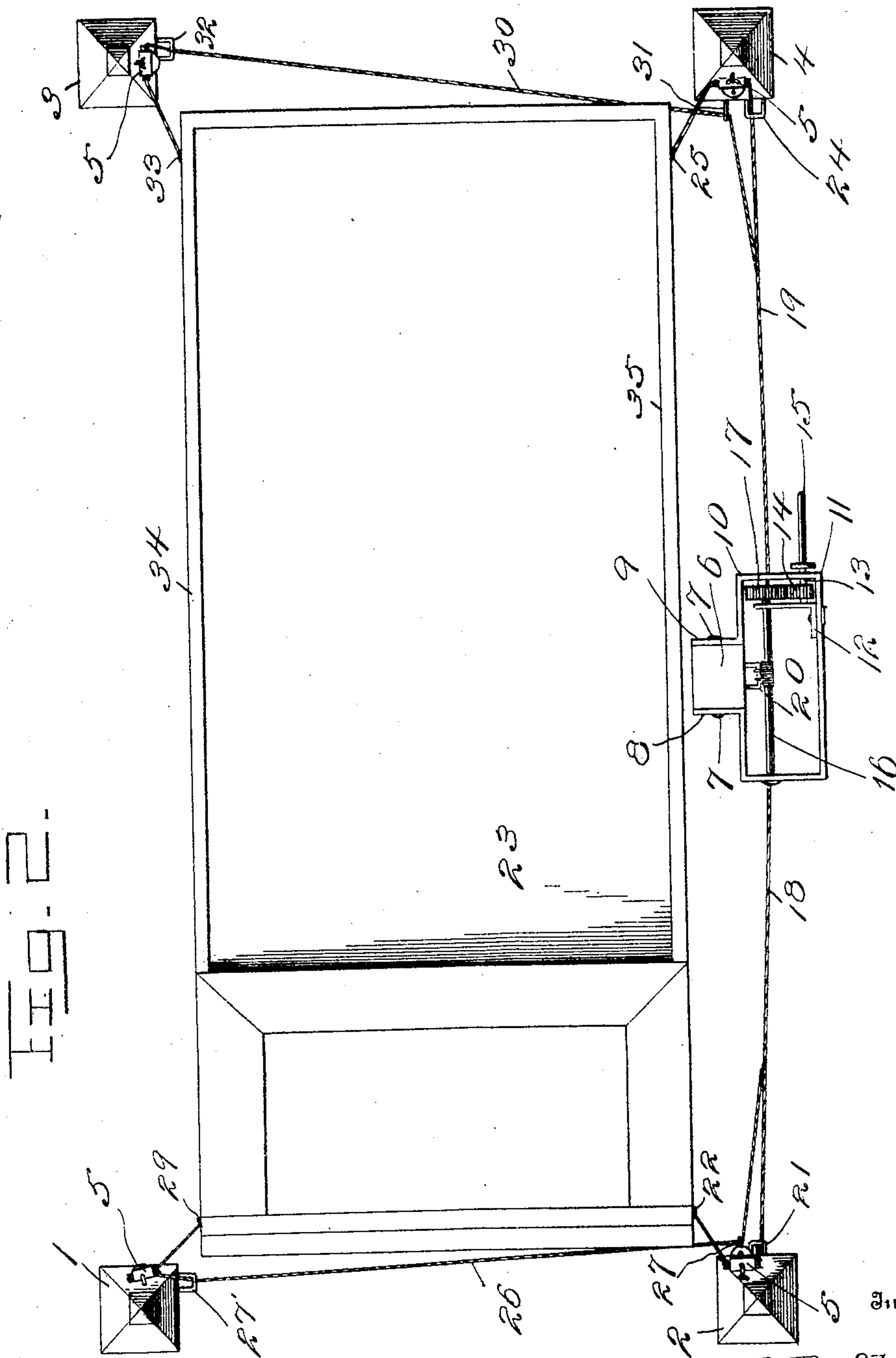


FIG. 2.

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UNITED STATES PATENT OFFICE.

JOHN D. STALTER, OF GRIDLEY, ILLINOIS.

WAGON-HOIST.

No. 803,448.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN D. STALTER, a citizen of the United States, residing at Gridley, in the county of McLean, State of Illinois, have invented certain new and useful Improvements in Wagon-Hoists; 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 hoisting-machines.

One object of the invention is to provide a machine embodying such characteristics as to permit the ready elevating of a wagon-body.

Another object of the invention resides in the provision of a machine of the character stated whereby the body of a vehicle may be readily removed from the wheels thereof and elevated thereabove.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claim, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the appended claim without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a side elevation of the invention. Fig. 2 is a top plan view.

Referring now more particularly to the accompanying drawings, the reference characters 1, 2, 3, and 4 designate posts supported in any suitable manner in the ground. At the top of each is supported a pulley-wheel 5 for a purpose presently explained.

Arranged intermediate the posts 2 and 4 and supported in the ground in any suitable manner is another post 6, which is considerably shorter than the remaining posts, as shown. Secured to the upper end of this short post 6, through the instrumentality of suitable fasteners 7, are the feet 8 and 9 of a rectangular-shaped metallic or other frame 10. Secured to the inner face of the outer side 11 of the frame 10, near one end thereof, is an L-shaped arm 12, arranged between which arm and the adjacent end of the frame upon a short shaft 13 is a cog-wheel 14, the said cog-wheel 14 being fixedly secured to

said short shaft 13, the latter being journaled in said arm 12 and the adjacent end of the frame 10, with one end projecting beyond the latter for connection therewith of a crank-handle 15.

Journaled in the ends of the frame 10 is a longitudinal shaft 16, which passes through the extremity of the arm 12. Fixed to this longitudinal shaft 16 intermediate the said arm 12 and the adjacent end of the frame 10 is a cog-wheel 17 of a larger size than the aforesaid cog-wheel 14, secured on the short shaft 13, the said cog-wheels being designed to mesh with each other for the rotation of the longitudinal shaft 16 upon operation of the crank-handle 15. It might be stated at this time that these cog-wheels 14 and 17 may be other than cog-wheels, for it is obvious that wheels with smooth peripheries for frictional engagement with each other would accomplish the desired purpose.

Secured to the longitudinal shaft 16 intermediate its ends are two ropes, chains, or other cables 18 and 19, which pass downwardly adjacent the short post 6 and through the guide 20, secured near the lower end of the latter. From this guide 20 the said cables are continued in opposite horizontal directions, the cable 18 passing through the guide 21 near the lower end of the post 2 and upwardly in alinement therewith over the pulley 5, secured at the upper end of said post and then downwardly, with its free extremity provided with a suitable hook 22, designed for engagement with the corresponding end of the corresponding corner-sill of the vehicle-body 23. A cable 19 passes through the guide 24 at the base of the post 4 and continues upwardly in alinement with the said post and over the pulley-wheel 5 at the upper end of the latter and then downwardly, with its free end provided with a suitable hook 25, designed for engagement with the corresponding end of the corresponding sill of the vehicle-body.

In order that a pull may be exerted upon the opposite sides of the vehicle-body, I secure one end of a cable 26 to the aforesaid cable 18 in advance of the guide 21, which cable 26 passes through a guide 27, arranged adjacent the aforesaid guide 21 at the base of the post 2, and is then directed over toward the post 1, passing through a guide 27 at the lower end of the latter and upwardly over the pulley 5 of the last-named post and downwardly, with its extremity provided with a

hook 29 for engagement with the corresponding end of the corresponding sill of the vehicle-body. Secured likewise to the other cable 19 in advance of the guide 24 is another
 5 cable 30, which passes through the guide 31, arranged adjacent the aforesaid guide 24 at the base of the post 4, passing from said guide 31 to the guide 32, secured at the lower
 10 end of the post 3, and then upwardly in direct alinement with the latter, over the aforesaid pulley 5 of the said post 3, and then downwardly, with its extremity provided with a suitable hook 33 for engagement with the
 15 corresponding end of the corresponding sill of the vehicle-body. These sills are designated by the reference characters 34 and 35; but it is to be understood that the hooks of the respective cables may be hooked or otherwise secured in engagement with the vehicle-
 20 body for lifting the latter.

From the foregoing it will be understood that the operation of the crank-handle 15, through the medium of the aforesaid cog-wheels 14 and 17, will cause rotation of the
 25 longitudinal shaft 16. Now as the longitudinal shaft 16 is rotated in one direction the cables 18 and 19 will be wound thereupon, causing the inward drawing upon the horizontal portions of the said cables 18 and 19,
 30 and consequently the cables 26 and 30, whereby the extremities provided with hooks will be elevated from the ground toward the upper end of the respective posts, effectively raising the wagon-body from its running-
 35 gear and elevating it to the desired height for unloading or for any other desired purpose.

My invention embodies such strength, durability, and other characteristics as to effectually serve for the lifting of hay-racks or
 40 other heavy bodies or vehicles, it being un-

derstood that the corresponding posts are disposed upon the respective sides of a roadway for the passage therethrough of a vehicle which may be stopped at the desired time for
 45 the elevation of the body, when the running-gear may be led between the posts.

What is claimed is—

A hoisting-machine comprising posts, each having a pulley at its upper end, another post
 50 of shorter length than the aforesaid post, a frame secured to the upper end of the said short post, a shaft journaled in said frame, an arm fixedly secured within the frame adjacent one end of the latter through which said
 55 shaft is journaled, a cog-wheel fixedly mounted upon said shaft intermediate the said arm and the adjacent end of the frame, a short shaft journaled between said arm and the adjacent end of the frame in parallel relation
 60 to the aforesaid shaft, the said short shaft projecting beyond one end of the frame, a cog-wheel mounted upon said short wheel for mesh with the aforesaid cog-wheel, cables connected to the first-named shaft and pass-
 65 ing over the pulleys of the adjacent posts, other cables connected to each of the first-named posts and passing over the corresponding pulleys of the remaining posts, the free ends of the cables having hooks for en-
 70 gagement with a vehicle-body, and a crank-handle connected to the aforesaid projecting end of the short shaft whereby the aforesaid cog-wheels may cooperate to rotate the first-named shaft to raise and lower the hooked
 75 ends of the cables.

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

JOHN D. STALTER.

Witnesses:

L. L. SILLIMAN,
 CHARLES NICKEL.