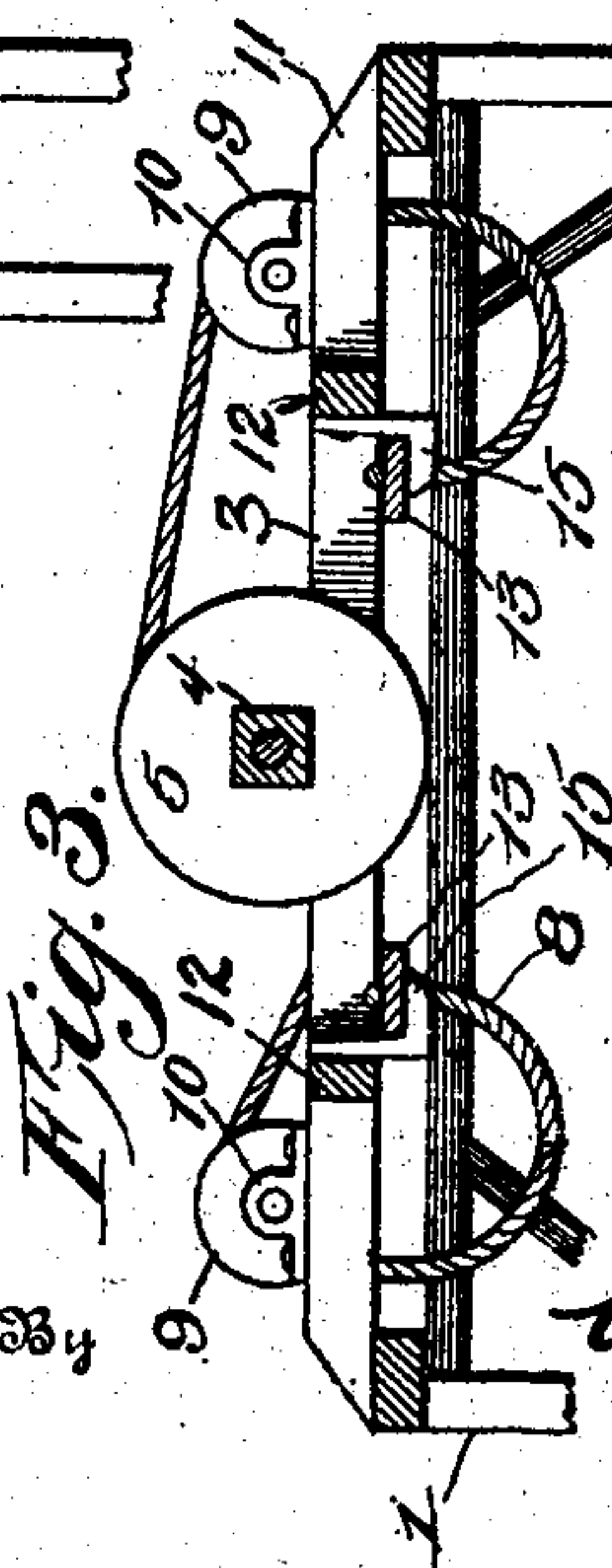
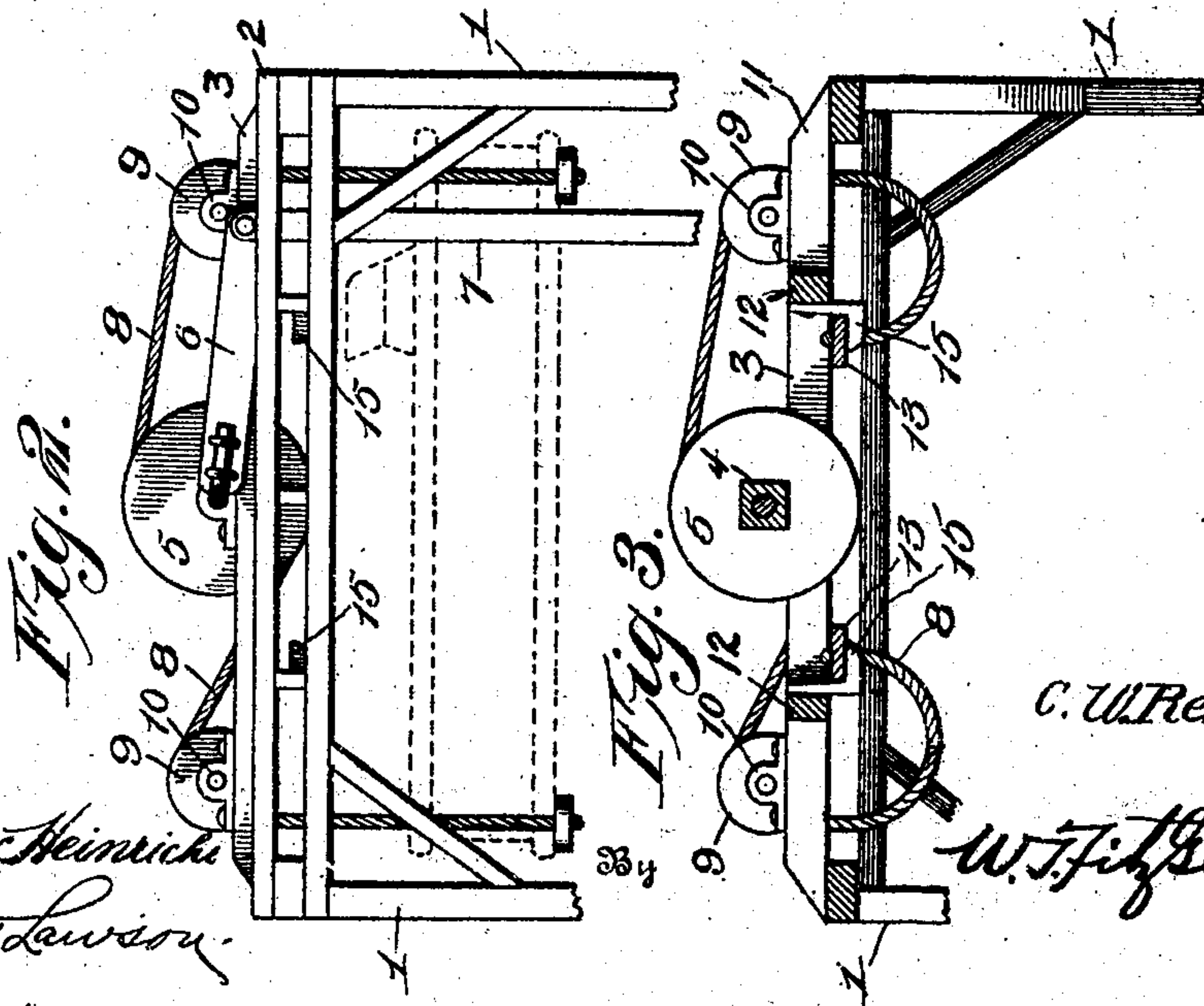
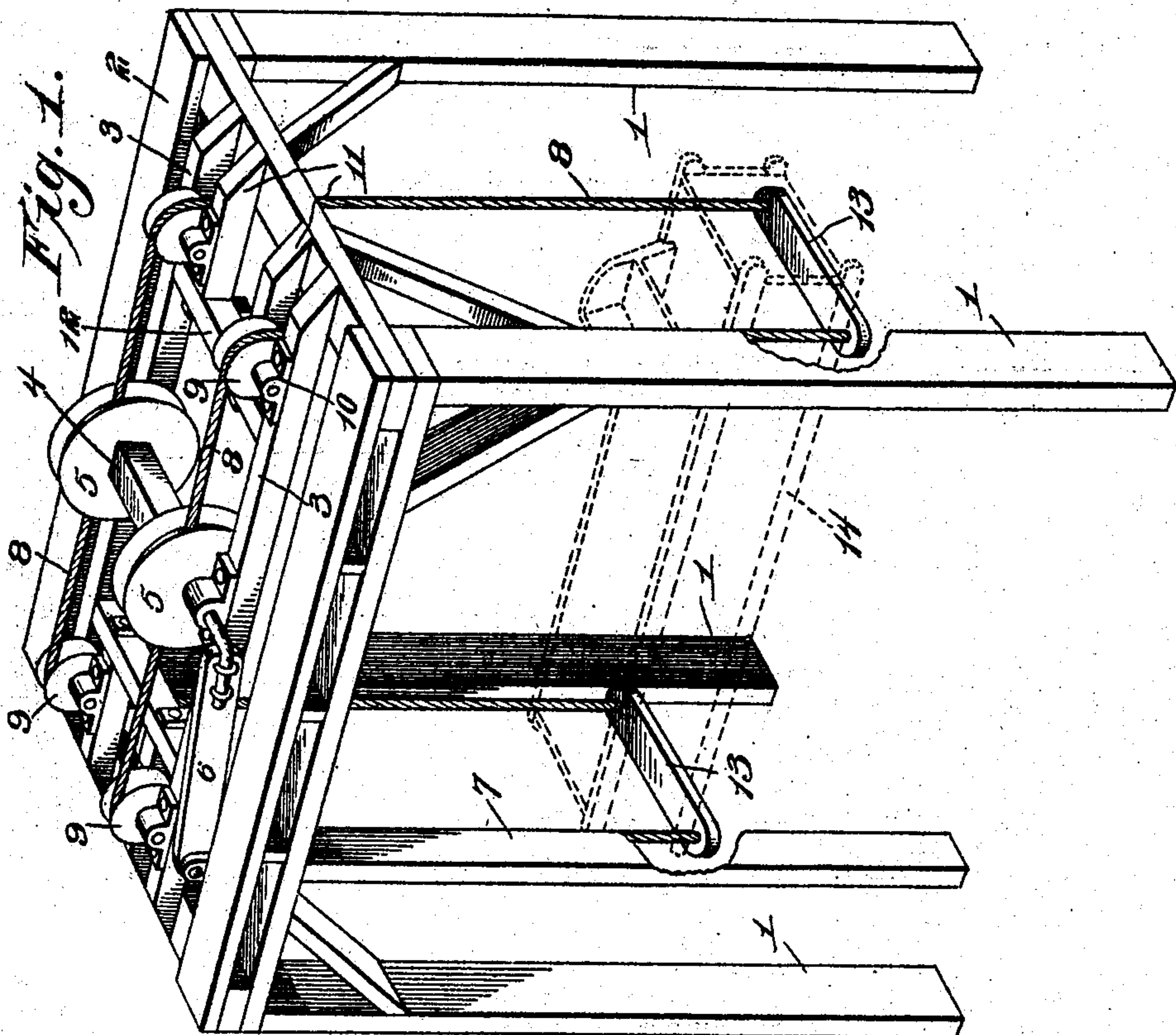


No. 806,570.

PATENTED DEC. 5, 1905.

C. W. RENEAU.
WAGON BODY LIFTER.
APPLICATION FILED MAR. 21, 1905.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLEY WILLIAM RENEAU, OF GILMER, TEXAS.

WAGON-BODY LIFTER.

No. 806,570.

Specification of Letters Patent.

Patented Dec. 5, 1905.

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To all whom it may concern:

Be it known that I, CHARLEY WILLIAM RENEAU, a citizen of the United States, residing at Gilmer, in the county of Upshur and State of Texas, have invented certain new and useful Improvements in Wagon-Body Lifters; 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 wagon-body lifters; and its object is to provide a simple, durable, and inexpensive device of this character having means whereby wagon-bodies of different forms may be readily lifted from their running-gears and supported until it is desired to lower them into proper position.

With the above and other objects in view the invention consists of a frame suitably supported and having centrally-disposed power-wheels secured to a rotatable shaft which is provided with an arm pivoted to a supporting-prop. Ropes or cables extend from the opposite portions of the peripheries of these wheels and over supporting-pulleys provided for them, and the free ends of these ropes or cables are connected by cross-strips to form swing-like devices.

The invention also consists in the further novel construction and the combinations of parts hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings I have shown the preferred form of my invention.

In said drawings, Figure 1 is a perspective view of my improved wagon-body lifter and showing by dotted lines a wagon-body in position to be lifted thereby. Fig. 2 is a side elevation showing the position of the parts after the wagon-body has been raised; and Fig. 3 is a longitudinal section through the lifter, showing the positions which may be assumed by the swinging portions when not in use.

Referring to the drawings by numerals of reference, 1 1 are standards of any suitable length which support a frame 2, having longitudinally-extending beams 3 therein and between the sides thereof on which is journaled a shaft 4. This shaft extends transversely of the frame at the center thereof and has secured to it two power-wheels 5, each of which has a grooved periphery. An arm 6 is secured to the shaft and is adapted to rotate therewith, and this arm is pivoted to the upper end of a prop 7, which is of such length

as to support the arm normally in a horizontal position.

The cable or rope 8 extends from diametrically opposite points on the periphery of each wheel 5 and is supported on pulleys 9, journaled on the frame. Each of these pulleys is journaled in bearings 10, arranged on strips 3 and on auxiliary strips 11, which are arranged between, and parallel with, strips 3 and are connected thereto by cross-pieces 12. The lower free ends of the ropes or cables 8 are secured to the ends of supporting-strips 13, which with the ropes or cables constitute swing-like structures for extending under and supporting a wagon-body. While the cables or ropes may be fastened in any suitable manner to opposite portions of the power-wheels 5, I preferably provide each wheel with a passage extending through the center thereof and through which the rope or cable extends. The ropes or cables are so disposed upon the power-wheels that their points of connection therewith are in a horizontal plane when arm 6 is in its normal position.

When it is desired to lift the wagon-body, the vehicle is driven between the standards 1, and the supporting-strips 13 are placed under opposite ends of the wagon-body 14, which is shown by dotted lines on Figs. 1 and 2. The lower end of prop 7 is then moved either backward or forward, so that the arm 6 can be pulled downward thereby, and said arm is then swung around until it extends in a direction from shaft 5 opposite to that originally assumed, thereby imparting a one-half revolution to each of the power-wheels and causing the ropes or cables to be partly wound thereon. The supporting-strips 13 will therefore be raised and will lift the wagon-body from the running-gear of the vehicle. It will of course be understood that the arm 6 can be held in its new or adjusted position by the prop 7, as shown in Fig. 2. To lower the wagon-body, it is merely necessary to reverse the operation above described. When the lifter is not in use, the supporting-strips 13 can be placed upon brackets 15, which are secured to and depend from the cross-pieces 12. I have shown these positions of the strips 13 in Fig. 3.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing the

advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

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

1. A device of the character described comprising a suitably-supported frame, a rotatable device upon the frame, an arm extending therefrom, a prop pivoted to the arm and adapted to normally hold the same against downward movement, and flexible swing-like portions extending in opposite directions from the rotatable device and adapted to be partly wound thereon.

2. A device of the character described comprising a suitably-supported frame, a rotatable device thereon having annular grooves, supporting-pulleys in alinement with the grooves and upon the frame, an arm extending from the rotatable device, a prop pivoted thereto and adapted to normally hold the arm against downward movement, and oppositely-

extending swing-like portions secured to the rotatable device and supported by the pulleys, said swing-like portions being adapted to be partly wound on the rotatable device.

3. In a device of the character described the combination with a suitably-supported frame having brackets depending therefrom; of a rotatable shaft on the frame, grooved wheels secured thereto, pulleys upon the frame and alining with the wheels, flexible devices extending in opposite directions from the wheels and supported by the pulleys, and supporting-strips connecting the flexible devices to form swing-like structures adapted to engage and be supported in raised position by the brackets.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLEY WILLIAM RENEAU.

Witnesses:

J. N. SMITH,
C. J. SMITH.