

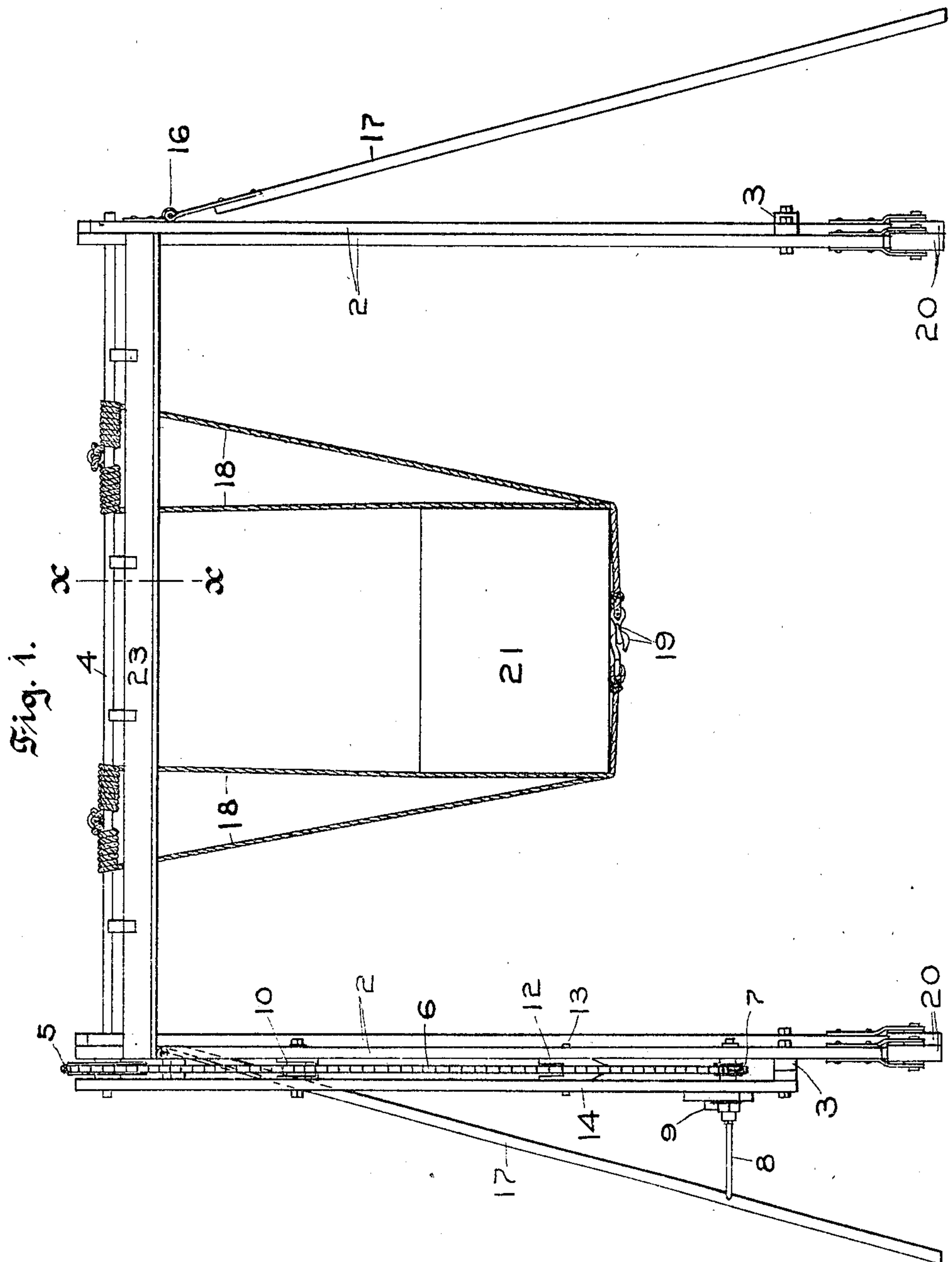
No. 812,356.

PATENTED FEB. 13, 1906.

J. NEUBAUER.
LIFTING APPARATUS.

APPLICATION FILED JUNE 26, 1905.

2 SHEETS—SHEET 1.



Witnesses.
W. H. Palmer.
Emily F. Otis

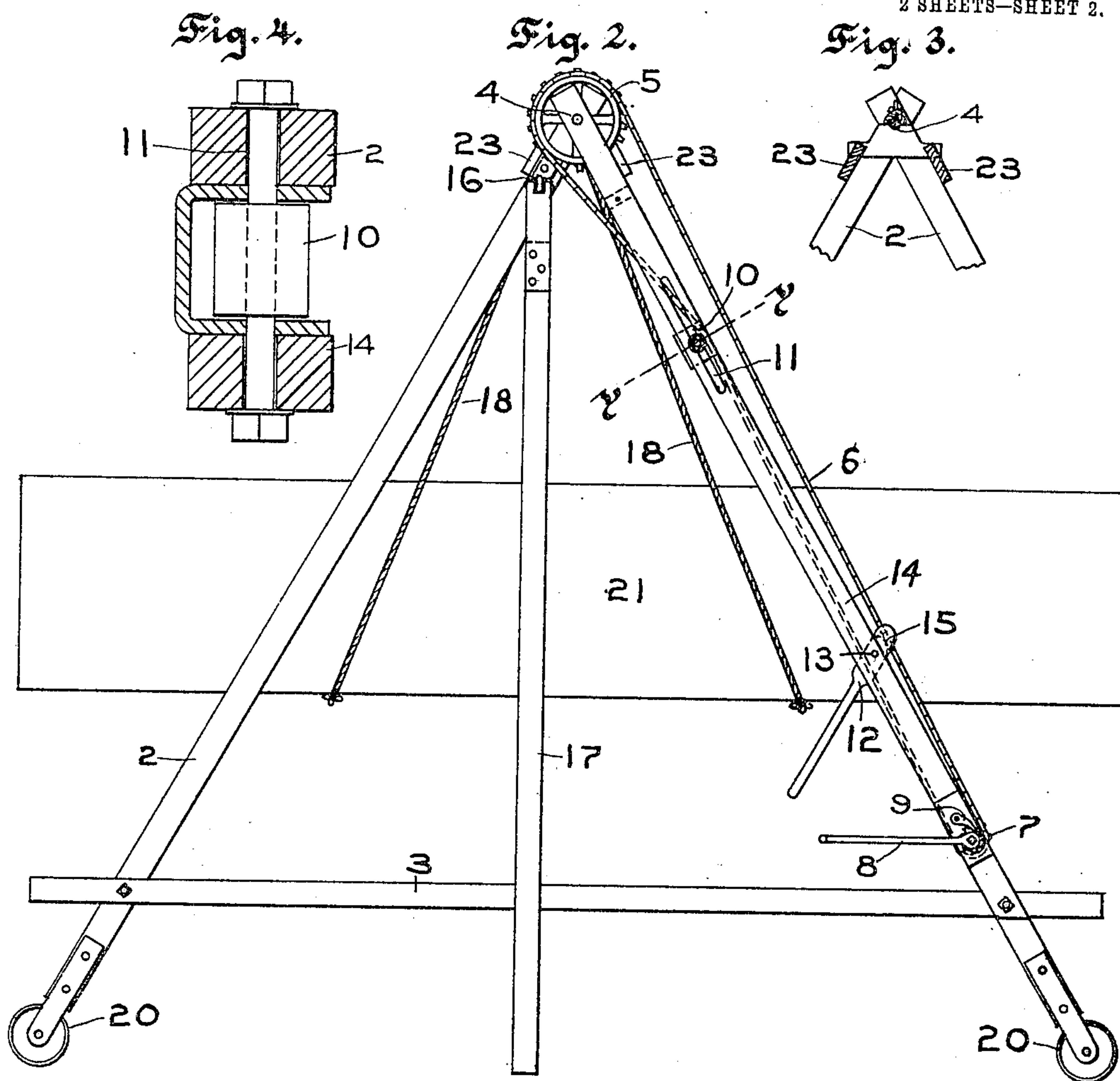
Inventor,
Jacob Neubauer.
by *Lothrop & Johnson*
his Attorneys.

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UNITED STATES PATENT OFFICE.

JACOB NEUBAUER, OF WELLS, MINNESOTA.

LIFTING APPARATUS.

No. 812,356.

Specification of Letters Patent.

Patented Feb. 13, 1906.

Application filed June 26, 1905. Serial No. 266,983.

To all whom it may concern:

Be it known that I, JACOB NEUBAUER, a citizen of the United States, residing at Wells, in the county of Faribault and State of Minnesota, have invented certain new and useful Improvements in Lifting Apparatus, of which the following is a specification.

My invention relates to improvements in an apparatus for lifting wagon-boxes, hay-racks, &c., from their trucks; and it consists in the features of construction and combination hereinafter described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 is a front elevation of my improved apparatus. Fig. 2 is a side elevation of the same. Fig. 3 is a section on line *x x* of Fig. 1, and Fig. 4 is a section on line *y y* of Fig. 2.

In the drawings, 2 represents uprights connected by cross-bars 3 and 23. Journaled in the upper ends of the uprights is a horizontal shaft 4, carrying a sprocket-wheel 5, connected by a chain 6 with a sprocket-wheel 7, journaled upon the side of one of the uprights and provided with an actuating-handle 8. Arranged in connection with the handle 8 is a locking-dog 9. The chain runs over a suitable tightener 10, slidably supported in a slot 11 in one of the uprights. A suitable brake 12 is provided, having pivotal support 13 in one of the uprights and adjacent parallel bar 14. The cam end 15 of the brake works against the inner side of the chain to constitute a brake. Having hinge connection 16 with one of the uprights at each end of the apparatus is a brace-bar 17. Oppositely wound around the shaft 4 are ropes 18, carrying hooks 19 at their lower ends. The apparatus is supported upon suitable wheels 20, carried by the lower ends of the uprights.

Where the apparatus is used to lift a wagon-box or hay-rack from its truck, it is first moved to stand over the truck, the ends of the ropes being carried around the sides of the box 21 and secured by connecting the hooks, as illustrated in Fig. 1. The windlass may then be actuated, winding up the ropes and lifting the box or rack from its truck. Bars may then be placed across the bars 3 and the box or rack lowered to rest thereon.

To prevent the box or rack lowering too

rapidly, the brake 12 may be employed. By adjusting the belt-tightener 10 the tension upon the chain may be varied. After the box or rack is removed from its truck and supported by the apparatus the apparatus may be moved to one side upon its supporting-wheels 20.

When the construction is not in use, the cross-bars 3 may be loosened at one end, when the uprights and brace-bar may be folded together and the apparatus easily transported.

One of the advantages of my construction is that it allows the wagon to be drawn through the apparatus between the uprights, thus making its operation very convenient.

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

1. An apparatus of the class described comprising a frame consisting of parallel pairs of uprights, a brace-rod hinged to the upper end of one upright of each pair, a horizontal shaft journaled in the upper ends of said uprights, a winding-cable carried by said shaft, and means for turning said shaft.

2. An apparatus of the class described consisting of two pairs of uprights mounted upon wheels, a horizontal shaft journaled in the upper ends of said uprights, a downwardly-depending winding-cable carried by said shaft, a sprocket-chain supported upon one of said uprights and operatively connected with said shaft, an actuating-handle for said chain, and a brake supported upon said upright and engaging with said chain.

3. An apparatus of the class described consisting of two pairs of uprights mounted upon wheels and interspaced to form an intermediate driveway, cross-bars connecting the lower ends of each pair of uprights, a horizontal shaft journaled in the upper ends of said uprights, a sprocket carried by one end of said shaft, a chain connecting said sprocket with a sprocket supported upon the lower end of one of said uprights, actuating means for said chain, and a brake for said chain pivotally supported upon the adjacent upright.

4. An apparatus of the class described consisting of two pairs of uprights mounted upon wheels and interspaced to form an intermediate driveway, cross-bars connecting the lower

ends of each pair of uprights, a horizontal shaft journaled in the upper ends of said uprights, a sprocket carried by one end of said shaft, a chain connecting said sprocket with
5 a sprocket supported upon the lower end of one of said uprights, actuating means for said chain, a brake for said chain pivotally supported upon the adjacent upright, and a

tightener for said chain slidably supported upon said upright. 10

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

JACOB NEUBAUER.

Witnesses:

CHARLES BÖNDER,
NICK NELSON.