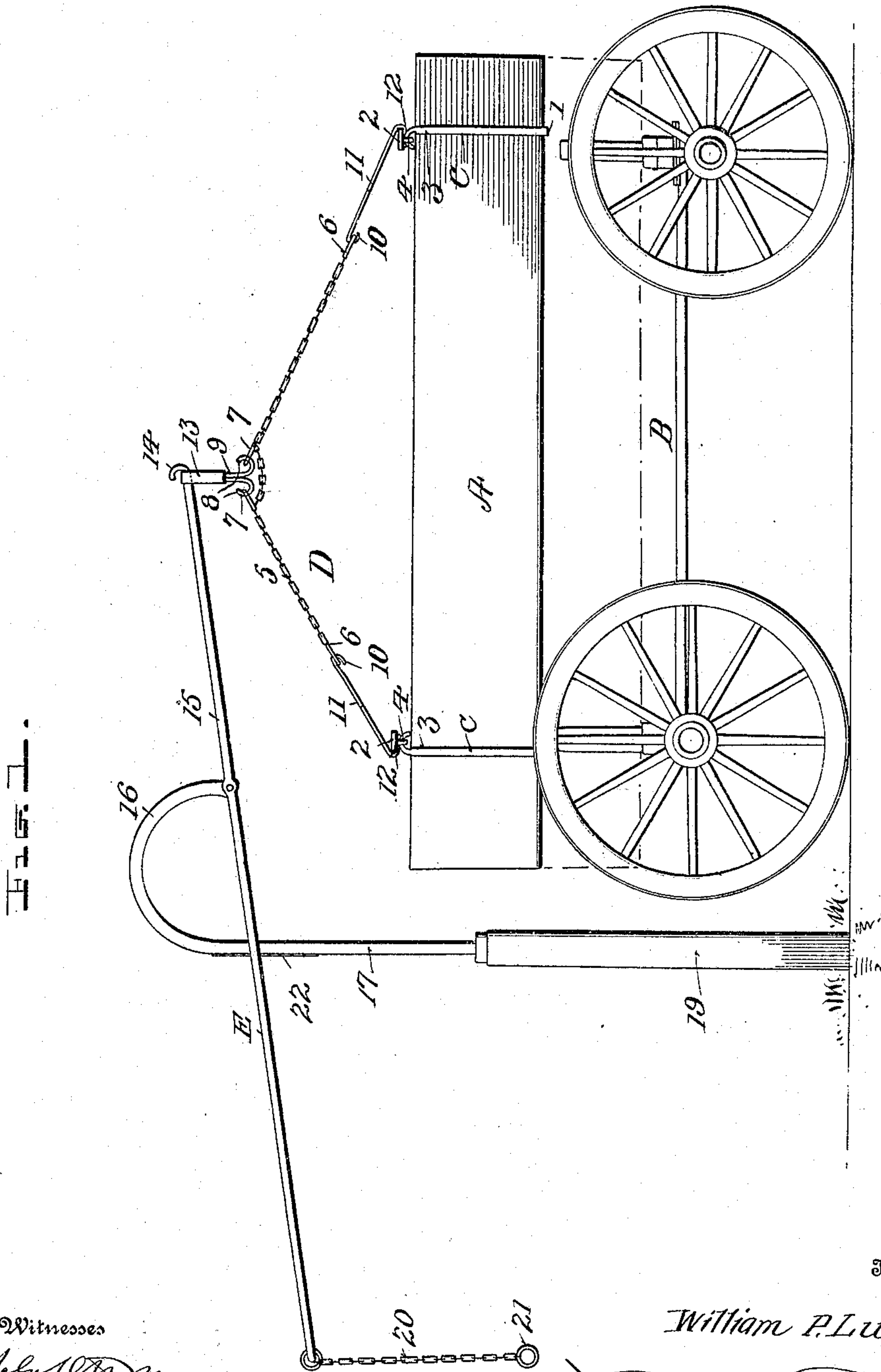


923,980.

Patented June 8, 1909.
2 SHEETS—SHEET 1.



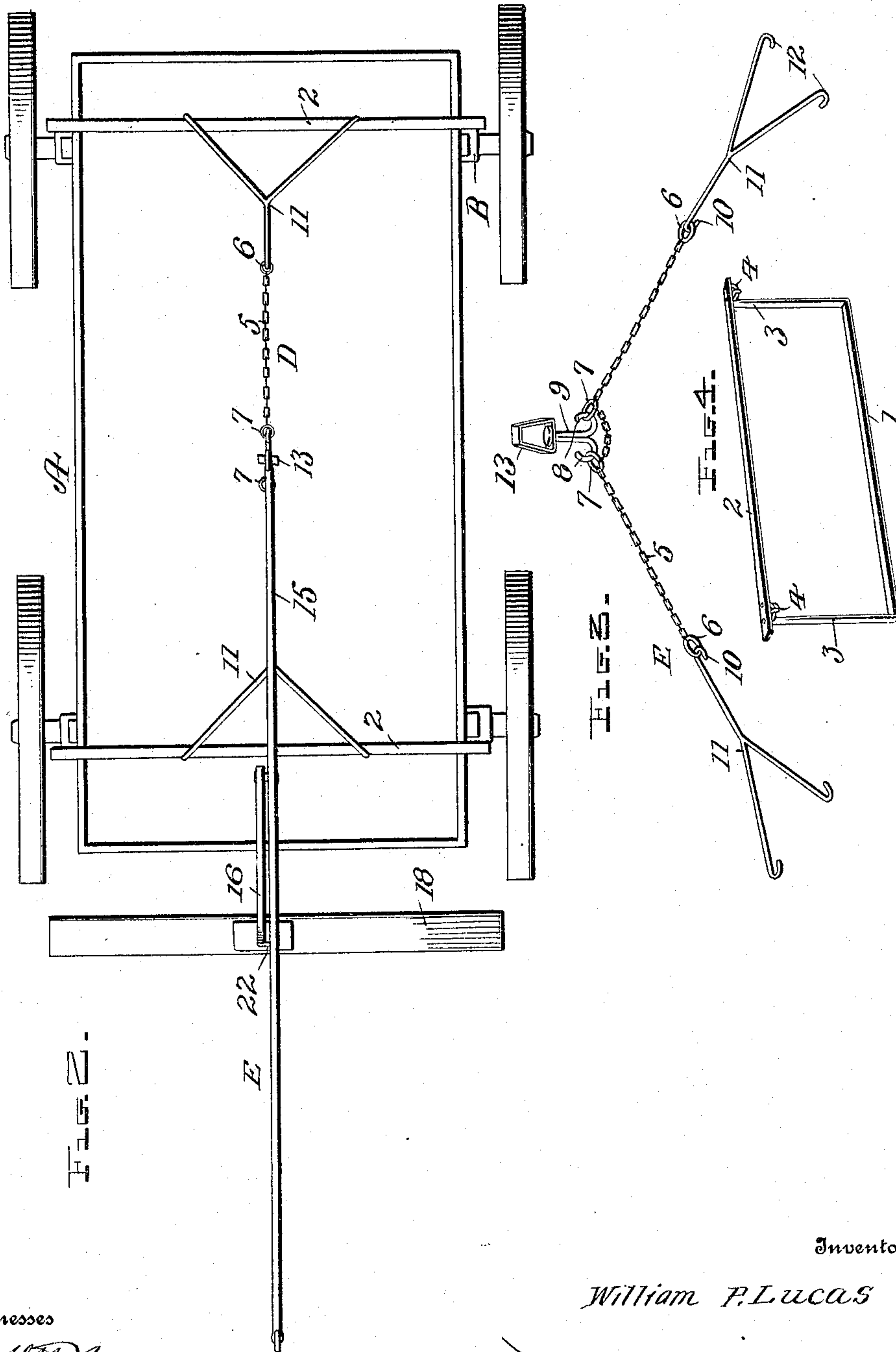
Witnesses
Wm. M. Munn
B. E. Cooksey

Inventor
William P. Lucas
Charles Chandler
Attorneys

W. P. LUCAS.
WAGON BODY LIFTER.
APPLICATION FILED JULY 20, 1908.

923,980.

Patented June 8, 1909.
2 SHEETS—SHEET 2.



Witnesses
H. E. U. H. H. H.
B. E. Cooksey.

Inventor
William P. Lucas
By *Charles C. C. C.*
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM P. LUCAS, OF SHARP, ARKANSAS.

WAGON-BODY LIFTER.

No. 923,980.

Specification of Letters Patent.

Patented June 8, 1909.

Application filed July 20, 1908. Serial No. 444,406.

To all whom it may concern:

Be it known that I, WILLIAM P. LUCAS, a citizen of the United States, residing at Sharp, in the county of Independence, State of Arkansas, 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.

The present invention has reference to improvements in wagon-body lifters, and it aims, generally, to provide an exceedingly simple and effective device of that nature by means of which the body of a wagon may be readily removed single handed from the running gear.

More particularly, however, the invention resides in the specific construction of the grapples which engage the clamps attached to the wagon-body.

The invention will be readily understood from a consideration of the following detailed description, and its preferred embodiment is illustrated in the accompanying drawings in which like parts or features, as the case may be, are designated by corresponding reference characters in the several views.

Of the said drawings, Figure 1 is a side elevation of the complete invention in use, the wagon-body being shown as raised above the running gear. Fig. 2 is a top plan view thereof. Fig. 3 is a detail view of the grapple carried. Fig. 4 is a detailed view of the members of one of the clamps.

Referring more particularly to the drawings, A designates the body of the wagon, B its running gear, C the clamps which are attached to the body, D the grapple, and E the operating mechanism for the latter.

The clamps, which, together with the grapple, include the more important features of the invention, are disposed transversely of the wagon-body and are located toward the opposite ends thereof, each clamp comprising a lower member 1 and an upper member 2 in the nature of metal rods, the former being provided with upstanding arms adjacent the sides of the wagon and terminating in hooks 3 and the latter with similarly spaced depending eyes 4, the hooks being formed integral with the corresponding rods or secured thereto, as preferred. The lower rods are disposed against the outer face of

the bottom of the wagon-body, behind the cleats which fit over the bolsters, while the upper rods are disposed directly there-above and rest upon the edges of the wagon sides, the rods having a length sufficient to project at opposite sides beyond the corresponding sides of the wagon, to permit of the engagement of the adjacent hooks and eyes, the particular construction of the clamps and their disposition adjacent the cleats and bolsters enabling them to be readily attached to the wagon-body, and, at the same time, preventing their displacement during the lifting operation hereinafter described. The grapple, which is connected with the clamps during this operation, comprises a chain provided with terminal rings 6 and with a centrally disposed pair of rings 7, which latter are adapted to be engaged with the flukes 8 of an anchor-shaped hook 9. The end rings 6 carried by the chain are, in like manner, adapted for engagement with the fluke 10 formed on the upper end of the stem of an inverted Y-shaped hook 11 whose diverging arms are likewise provided at their free lower ends with hooks 12 which are engaged with the upper members of the adjacent clamps, when the wagon-body is to be lifted to or from the running gear, the chain having a length sufficient for this purpose.

The upper end of the anchor-shaped hook 9 is swiveled to an open rectangular frame or head 13 which is adapted for engagement with the hooked outer end 14 of the operating lever 15 pivoted intermediate its ends to the outer end of an arcuate arm 16 projecting laterally from the upper end of a vertical standard 17 whose enlarged lower end is secured to a cross-piece 18 resting at opposite ends upon a pair of posts 19, which latter, with the cross-piece, form a supporting frame for the operating mechanism. The opposite end of the lever 15 has secured thereto a chain 20 carrying a ring handle 21 by means of which the lever is swung upon its pivot, the lever being so mounted as to be capable of movement in a vertical plane, as will be apparent. The standard 17 has formed on one side thereof a vertical series of teeth 22 which extend sufficiently far outward to permit an engagement of the operating lever therewith.

The above is a general description of the invention.

In operation, the wagon is backed toward the supporting frame until the rear end of

the wagon-body lies almost directly beneath the cross-piece 18 and the clamps C are then attached to the grapple D by engaging the flukes 12 of the front and rear Y-shaped hooks 11 with the corresponding upper clamp members. When the several parts are in such position, the operator exerts a downward pull upon the handle ring 21 of the lever, thereby raising the grapple end thereof and lifting the body away from the running gear, as shown in the drawing. When the body has been raised to the proper height, the lever is engaged with one of the teeth 22 and is retained in such position in this manner. The running gear may then be removed and the lever subsequently disengaged from the tooth, to deposit the body upon the ground or upon a trestle or other support.

20 In raising the body from the ground or trestle, the operation is the reverse of that above described.

What is claimed is:—

25 1. In a hoisting device, the combination of a grapple comprising a flexible element provided at each end with an inverted Y-shaped hook, and a clamp adapted to be fastened to

the object to be lifted, and having the hooks engaged therewith.

2. In a hoisting device, the combination of 30 a grapple comprising a hook having an open swivel head and a pair of oppositely-disposed flukes, a flexible element provided with a pair of centrally located rings adapted for engagement with said flukes and an inverted 35 Y-shaped hook attached to each end of said flexible element; and a clamp adapted to be fastened to the object to be lifted, and having the hooks engaged therewith.

3. In a hoisting device, the combination 40 with a grapple, of a clamp carried by the grapple and adapted for attachment to the body to be lifted, said clamp comprising separate upper and lower members, one of which is provided with terminal eyes and the other 45 with terminal hooks adapted for engagement with the eyes.

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

WILLIAM P. LUCAS.

Witnesses:

ALBERT SIMS,
JNO. E. McCONNOK.