No. 642,796. Patented Feb. 6, 1900.

A. O. JONES.

LIFT.

(Application filed Nov. 3, 1898.)

(No Model.)

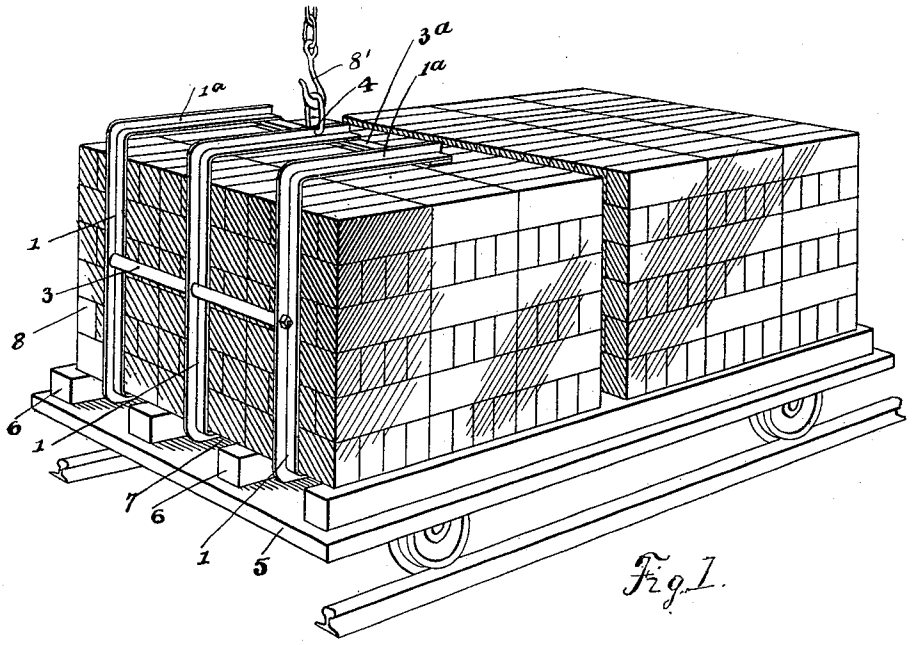


Fig. 1.

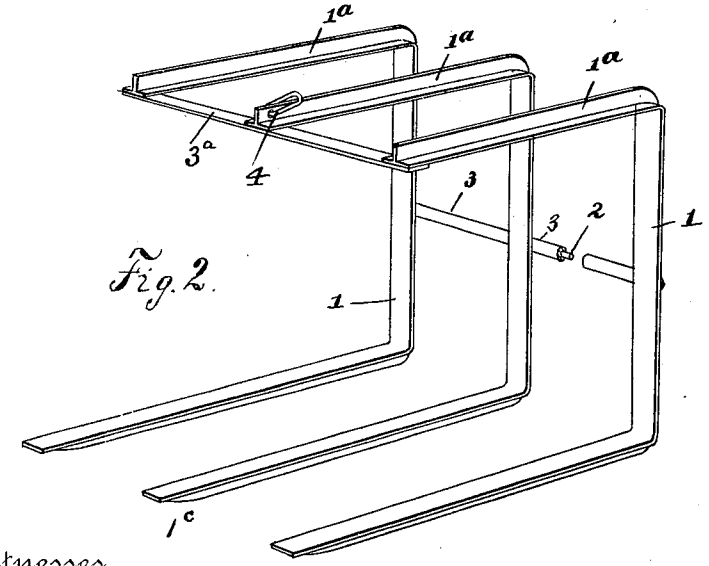


Fig. 2.

Witnesses
J. H. Travel
A. L. Phelps.

Inventor
Athelstan O. Jones
By his Attorney
C. C. Shepherd

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UNITED STATES PATENT OFFICE.

ATHELSTAN O. JONES, OF ZANESVILLE, OHIO, ASSIGNOR OF NINETEEN-TWENTIETHS TO EDWARD J. JONES, OF THURBER, TEXAS.

LIFT.

SPECIFICATION forming part of Letters Patent No. 642,796, dated February 6, 1900.

Application filed November 3, 1898. Serial No. 695,358. (No model.)

To all whom it may concern:

Be it known that I, ATHELSTAN O. JONES, a citizen of the United States, residing at Zanesville, in the county of Muskingum and State of Ohio, have invented a certain new and useful Improvement in Lifts, of which the following is specification.

My invention relates to the improvement of hoists or lifts of that class which are adapted for use in lifting or hoisting heavy bodies or material of any character.

The objects of my invention are to provide a lift of this class of superior construction and arrangement of parts which will greatly facilitate the hoisting of heavy bodies or material of any character into cars or other points of deposit, to construct my improved lift in a simple, reliable, and effective manner, and to provide certain improvements in details of construction and arrangement of parts, which will be more fully pointed out hereinafter. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a truck loaded with brick or other blocks for the sake of illustration, which shows my improved lift in position for lifting a portion of the load from a truck; and Fig. 2 is a detail view in perspective of said lift.

Similar numerals refer to similar parts throughout both views.

In carrying out my invention I provide a supporting-lift constructed substantially as follows: 1 represents the main frame-pieces of my improved lift, which, as indicated in the drawings, are of the general yoke shape indicated, said frame-pieces being located in parallel positions at equidistant points and preferably formed of metallic T-bars, although any other desirable form of bars may be used. As indicated in the drawings, the upper horizontal arm 1^a of each of the frames is substantially half the length of the lower arm 1^b, said lower arms preferably having their outer terminations beveled on their under sides, as indicated at 1^c. The vertical portions of the lift-frame pieces 1 are connected by one or more transverse rods 2 and spaced apart by sleeves 3, carried on said rods, said sleeves bearing against the ribs of the angle-irons. As indicated at 4, I provide the outer end of the upper arm of the central bar 1 with a suitable ring or eye, which may, however, be located at any other desirable point. A bar 3^a connects the outer ends of the upper frame-arms, and additional connecting-bars may be employed, if desired.

In utilizing my device I employ the lift in conjunction with a truck or other suitable platform or floor 5, the latter being provided, as indicated in Fig. 1 of the drawings, with parallel frame-bars 6, which result in the formation of channel-spaces 7 between the same. In case the material to be lifted is in the nature of blocks or bars, such as are indicated at 8, the blocks or bars of the lower layer are so arranged as to rest upon and bridge the truck-floor frame-bars 6, while the remaining portions of the blocks are suitably piled one upon the other to the desired height. This being accomplished, the substantially yoke-shaped frame-pieces of the lift are, as indicated in Fig. 1, made to embrace the blocks so piled, the lower and longer arms of said frame-pieces extending within the channel-spaces 7 and beneath the load, while the upper and shorter arms extend over the upper side of said load, terminating at points midway between the front and rear thereof. The lift having thus been made to embrace the load carried upon the truck-floor bars, the depending hook 8′ of a hoisting rope or chain may be engaged with the eye 4 of the lift. This being accomplished and a suitable hoisting apparatus set in motion, it is obvious that the load will be lifted or carried upward by the lift to the desired point of deposit. In depositing the load thus elevated upon a car-floor or other horizontal support the load is deposited upon blocks or beams previously arranged upon said receiving-floor to correspond with the frame-bars 6 of the truck. The load being thus deposited, it is obvious that the lift may be quickly withdrawn from connection with the load and again lowered.

It will readily be seen that the improved lift herein described will be extremely useful in facilitating the hoisting and loading in cars, vessels, &c., of brick, pig-iron, lumber, stone, rails, wreckage, or any similar mov-

able materials, articles, or products of manufacture and that by the use of my improved lift the hoisting and loading operation may be carried on in a comparatively rapid and effective manner. It will also be observed that the construction of my improved lift is simple and inexpensive and of such construction and arrangement of parts as to withstand great strain.

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

A lift, consisting of yoke-frames 1, supported in parallel positions, said frames being composed of angle-irons rigidly connected at suitable intervals and spaced apart by rods with sleeves thereon, the said sleeves bearing against the ribs of the angle-irons and the upper horizontal arms being of less length than the lower arms and means on said upper arms for engaging a hoisting-rope, substantially as specified.

ATHELSTAN O. JONES.

In presence of—
HARRY C. SHEPHERD,
PERRY SMITH.