(No Model.)

J. P. MORRIS.

Wagon Body Lifter.

No. 231,495. Patented Aug. 24, 1880.

FIG. 1.

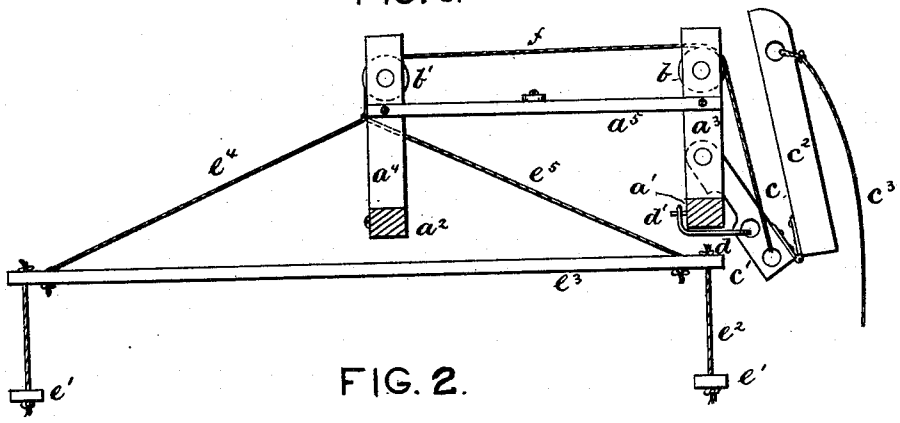


FIG. 2.

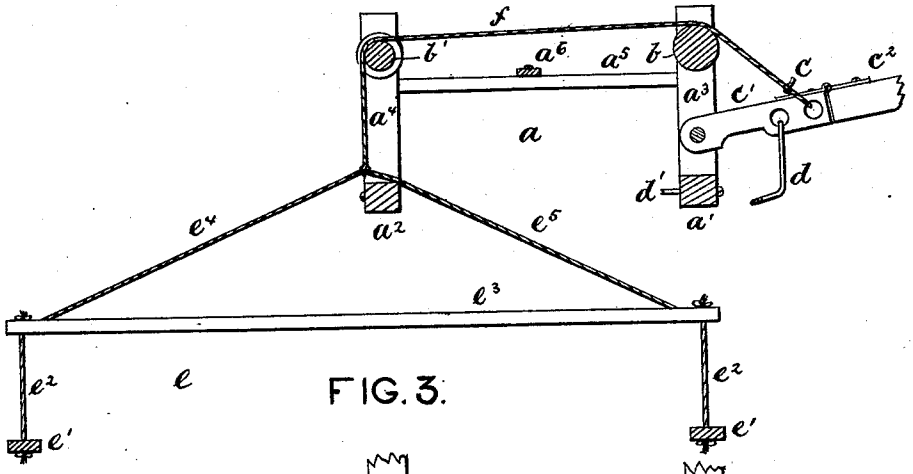
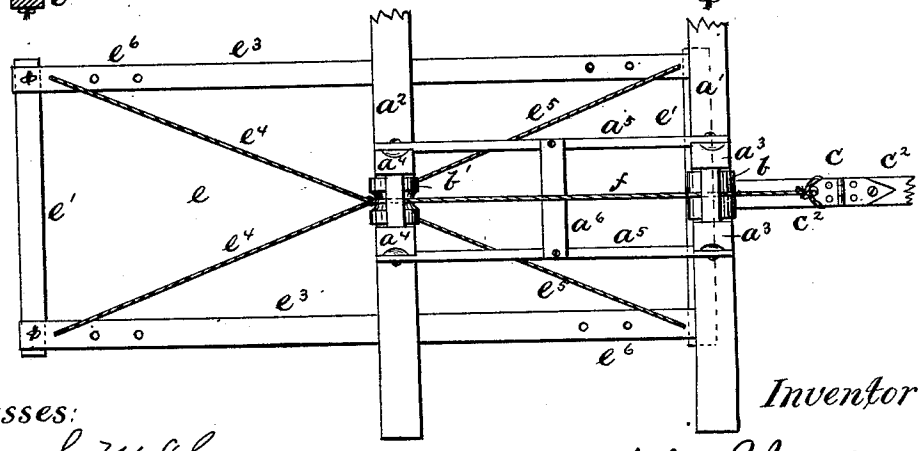


FIG. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN P. MORRIS, OF WALTON, TEXAS.

WAGON-BODY LIFTER.

SPECIFICATION forming part of Letters Patent No. 231,495, dated August 24, 1880.

Application filed May 31, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. MORRIS, a citizen of the United States, resident at Walton, in the county of Van Zandt 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention has for its object to furnish a wagon-body lifter simple in structure, efficient in its operation, and durable.

It consists in the construction and operation of the several parts hereinafter described, and pointed out in the claim.

In the drawings, Figures 1 and 2 are vertical longitudinal sections, showing the operation of the device, and Fig. 3 is a plan.

a is a frame, composed of the sills a' a^2, the uprights a^3 a^3 a^4 a^4, and the ties a^5 a^6, all suitably framed together to provide a substantial structure, which can be easily moved and set upon the upper side of the joists of the wagon-house or upon cross-beams arranged for the purpose. In the construction of this frame the rear sill, a^2, is arranged so that it will be in position over the middle of the wagon-body to be lifted.

Between the upper ends of the uprights a^3 a^3 and the uprights a^4 a^4, I place the friction-rollers b b'.

Between the front uprights, a^3, and just above the sill a', I pivot the lever-arm *c*, which is made in two parts, c' c^2, hinged together, so that the outer part, c^2, can be turned up out of the way, as shown in Fig. 1. The arm *c* projects outward from the frame, and is provided with a catch-rope, c^3, so that it may be readily taken hold of and drawn down when desired.

On the under side of the inner part, c', there is fixed a loop or hook, *d*, which is arranged and adapted when the lever *c* is drawn down to press under the sill a' and catch on a pin, d', fixed on the frame.

e is the rigging for holding and lifting the body of the wagon. It is composed of the supports e' e', which pass under and across the ends of the wagon-body, the suspension-cords e^2 e^2, fastened to the ends of the supports e' and to the ends of the longitudinal bars e^3 e^3, which rest against or just over the top of the side-boards of the body, the guy-ropes e^4 e^5, of equal length, having one of their ends secured to the ends of the bars e^3, while their other ends are brought together and firmly secured, thus forming a substantial rigging skeleton-frame, which will fit snugly about the wagon-bed.

To the guys e^4 e^5, I fasten one end of a rope, *f*, the opposite end of which is carried upward and over the rollers b' and *b*, and is secured to the part c' of the lever *c*, as shown.

In arranging the lifter the guys are arranged to pass over the sill a^2, so that the latter will serve as a stop to limit the downward movement of the rigging. The guys and the suspension-ropes are attached by knots, as shown, and they may be lengthened or shortened as the place in which the lifter is set may require.

By lengthening the cords e^2 the bars e' may be let down or the bars may be raised by shortening said cords.

By this arrangement the rigging can be adjusted to any depth of wagon-bed, and by the series of holes e^6 the length can be readily adjusted.

The operation of the device is readily comprehended. The rigging is let down, and the bars e' are swung endwise till they will pass the end of the body, after which they readily drop down and pass under the ends thereof. Then by drawing the lever *c* downward the body is lifted off the running-gear. The loop or hook *d* is passed over the pin d', which locks the lifter with the body suspended. The outer end of the lever *c* is turned up out of the way, as shown in Fig. 1.

Having thus described my invention, what I claim, and desire by Letters Patent, is—

The improved wagon-body lifter, consisting of the frame *a*, furnished with the friction-rollers *b b* and pin d', the lever *c*, pivoted to the forward uprights, a^3, and provided with the

hook or loop d, the rigging c, composed of the bars b', suspension-cords c^2, side bars, c^3, and guys l^4, and the cord f, having one end secured to the rigging l and its other end passed over the rollers b' b and secured to the lever c, substantially as set forth.

In testimony that I claim the foregoing patent I have hereunto set my hand and seal this 26th day of April, 1880.

JOHN P. MORRIS. [L. S.]

Witnesses:
J. N. POLLARD,
A. W. MEREDITH.