(No Model.)

E. J. STRONG.

WAGON BODY LIFTER.

No. 564,459. Patented July 21, 1896.

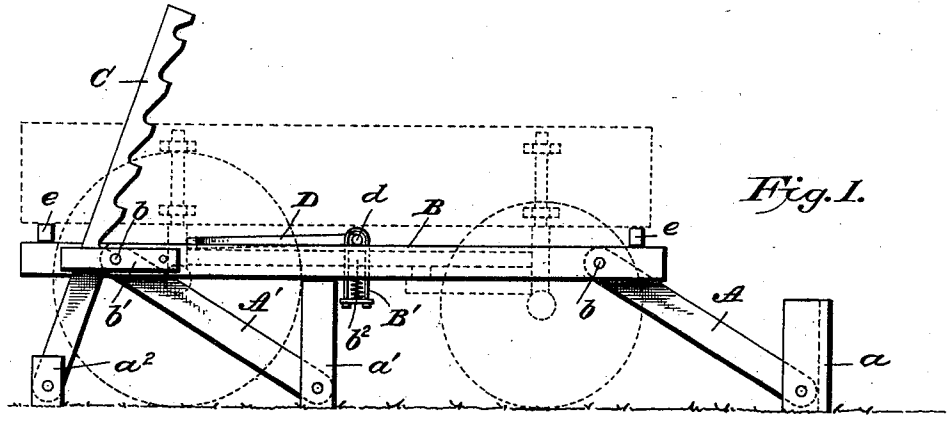

Fig. 1.

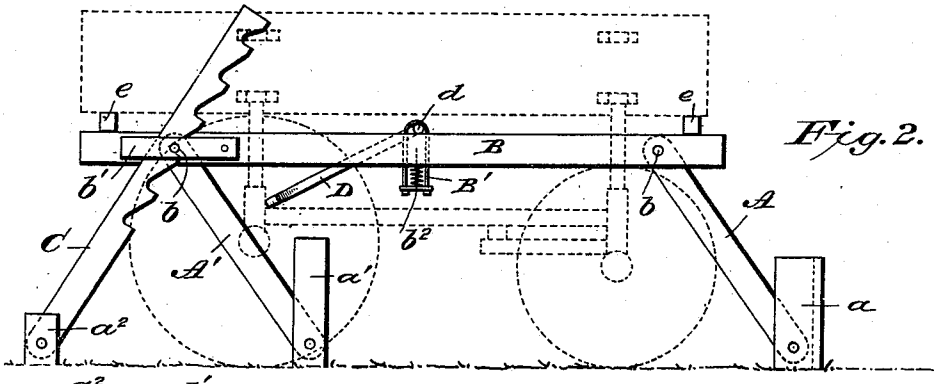

Fig. 2.

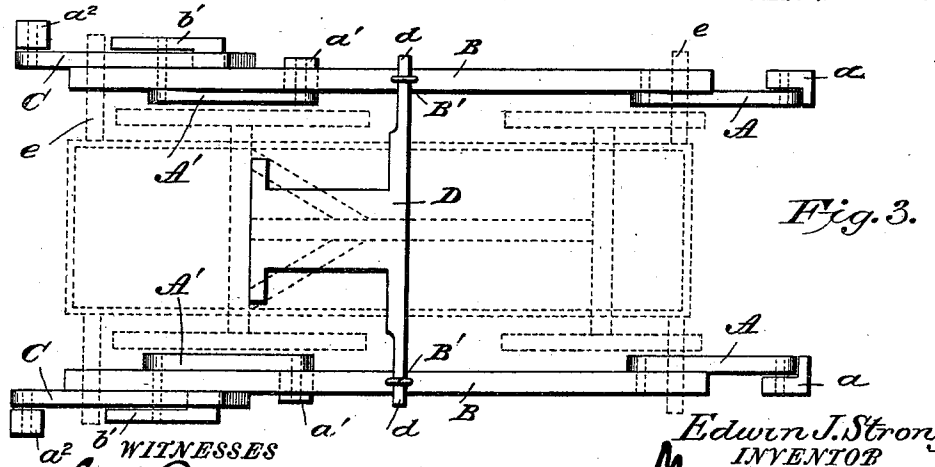

Fig. 3.

WITNESSES

L. S. Elliott.

Horace S. Beall.

Edwin J. Strong
INVENTOR

by [illegible]
Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

EDWIN J. STRONG, OF PLOVER, IOWA.

WAGON-BODY LIFTER.

SPECIFICATION forming part of Letters Patent No. 564,459, dated July 21, 1896.

Application filed April 30, 1896. Serial No. 589,754. (No model.)

To all whom it may concern:

Be it known that I, EDWIN J. STRONG, a citizen of the United States of America, residing at Plover, in the county of Pocahontas and State of Iowa, 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 relates to improvements in wagon-body lifters, the object of the same being to provide an apparatus for removing a wagon-body from its bed or running-gear and support said body in an elevated position, so that it can be readily replaced when desired.

The invention consists in the construction and combination of the parts, as will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view showing the parts of the apparatus in their relative positions prior to the raising of the wagon-body. Fig. 2 is a side view showing the position of the parts in the act of raising the wagon-body, and Fig. 3 is a plan view of the apparatus.

In carrying out my invention I firmly secure in the ground, or in a barn or shed, two sets of posts or standards a, a', and a^2, the said sets of posts or standards being located a suitable distance from each other to allow the passage of a wagon between them.

To the posts a and a' on each side of the passage-way are pivoted bars or levers A and A', the upper ends of which are connected to longitudinal beams B B, to which they are pivoted by pins b, two of said pivot-pins projecting beyond the outer edges of the longitudinal beams, so as to be engaged by notched bars C C, which are pivoted at their lower ends to the posts a^2. The longitudinal beams B also carry guides b', which prevent lateral movement of the notched bars C and thereby insure their engagement with the pins b.

D designates a pawl which is pivoted to the longitudinal beams B by the ends of the laterally-extended members d d thereof engaging loops B', which are passed vertically through said beams and are connected at their lower ends by a plate, and between these plates and the beams B are interposed helical springs b^2, said springs serving to permit a movement of the loops B' should undue strain come upon the pawl. It will be noted that by this arrangement the pawl can be readily connected to and disconnected from the longitudinal beams B, which is necessary in the operation of the apparatus, as the space between the longitudinal beams should be free to permit the passage of the wagon.

When the apparatus is in position to raise the wagon-body, the parts are arranged in the position shown in Fig. 1 of the drawings, with the longitudinal beams B resting upon the upper ends of the posts a', the notched bars C resting against the pins b, and the pawl D removed. Now after the wagon is moved into position between the longitudinal beams the ends of the pawl D are passed under the loops B' and the free end of said pawl caused to engage the rear part of the running-gear, cross-bars e e being placed under the wagon-body and rest upon the longitudinal beams B. When the parts are so arranged, the wagon is drawn forward and the longitudinal beams B will be raised through the intervention of the pawl D and carry the wagon-body with them until said wagon-body moves free of the standards to which it is connected, the notched bars C acting to hold the parts in their elevated position. When the running-gear of the wagon is being drawn forward from under the body, the pawl D will swing clear of the same.

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

1. In an apparatus for elevating wagon-bodies, the combination, of a pair of longitudinal beams, levers connected at their upper ends to the longitudinal beams, a pawl carried by the longitudinal beams, and notched bars which engage said longitudinal beams to hold them in an elevated position, substantially as shown and for the purpose set forth.

2. The combination of the longitudinal

beams B B, bars A and A′ pivoted at their lower ends to suitable supports and at their upper ends to said longitudinal beams, a pawl removably connected to the longitudinal beams and adapted to engage the running-gear of the wagon, and means for supporting the longitudinal beams in an elevated position, substantially as shown and described.

3. In an apparatus for lifting and supporting wagon-bodies, the combination, of longitudinal beams B B, bars A and A′ pivoted to said beams and to suitable supports, loops B′ passed vertically through the longitudinal beams, and interposed springs b^2 which bear against the loops or plates carried thereby; together with a pawl D removably connected to the loops, and notched bars C pivoted to supports and adapted to engage pins which project from the longitudinal beams, substantially as shown and for the purpose set forth.

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

EDWIN J. STRONG.

Witnesses:
P. W. SMITH,
F. D. HADDEN.