

No. 742,292.

PATENTED OCT. 27, 1903.

J. CRYDERMAN.  
VEHICLE BODY RAISER.  
APPLICATION FILED JUNE 4, 1903.

NO MODEL.

2 SHEETS--SHEET 1.

Fig. 1.

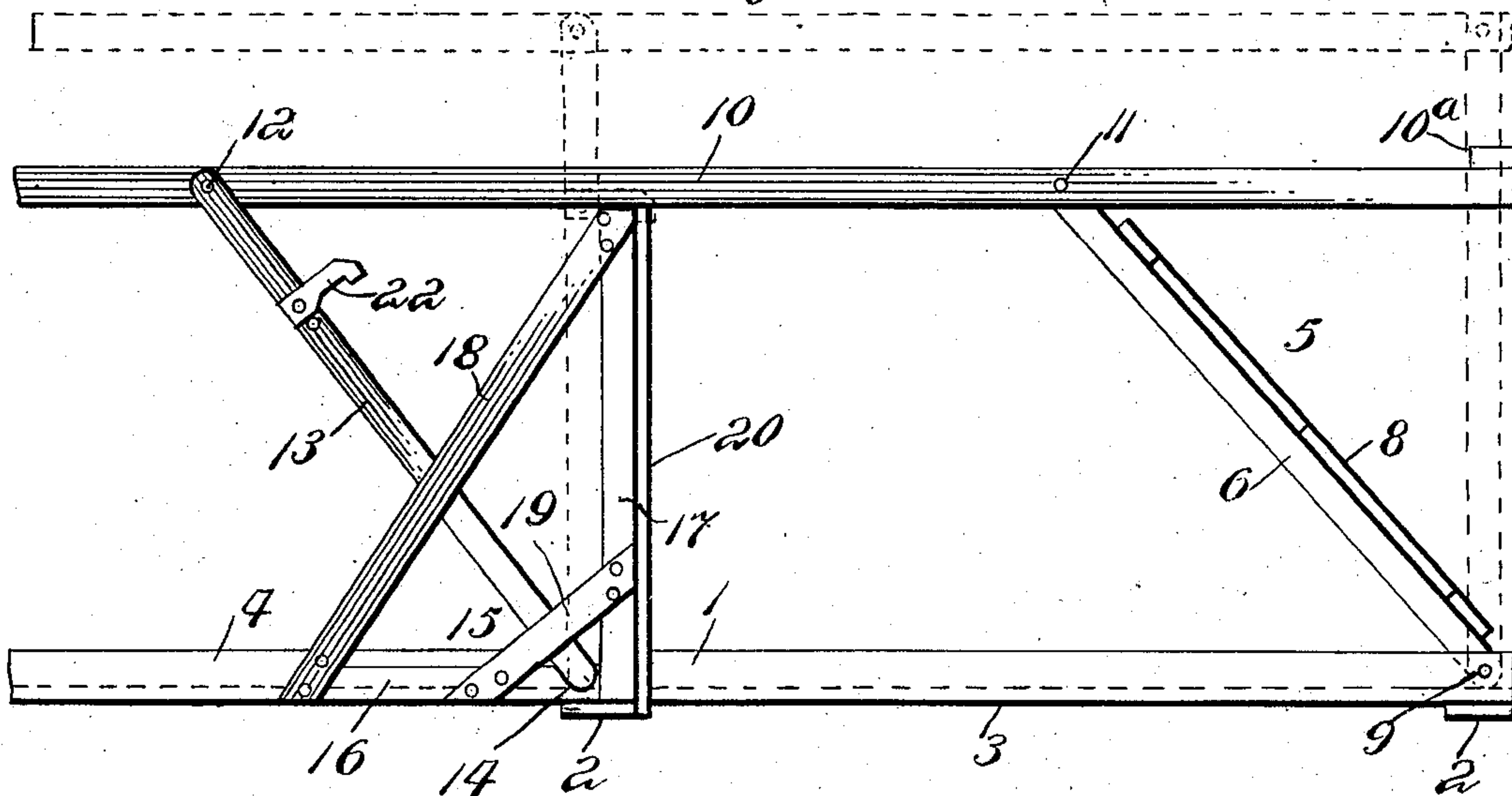
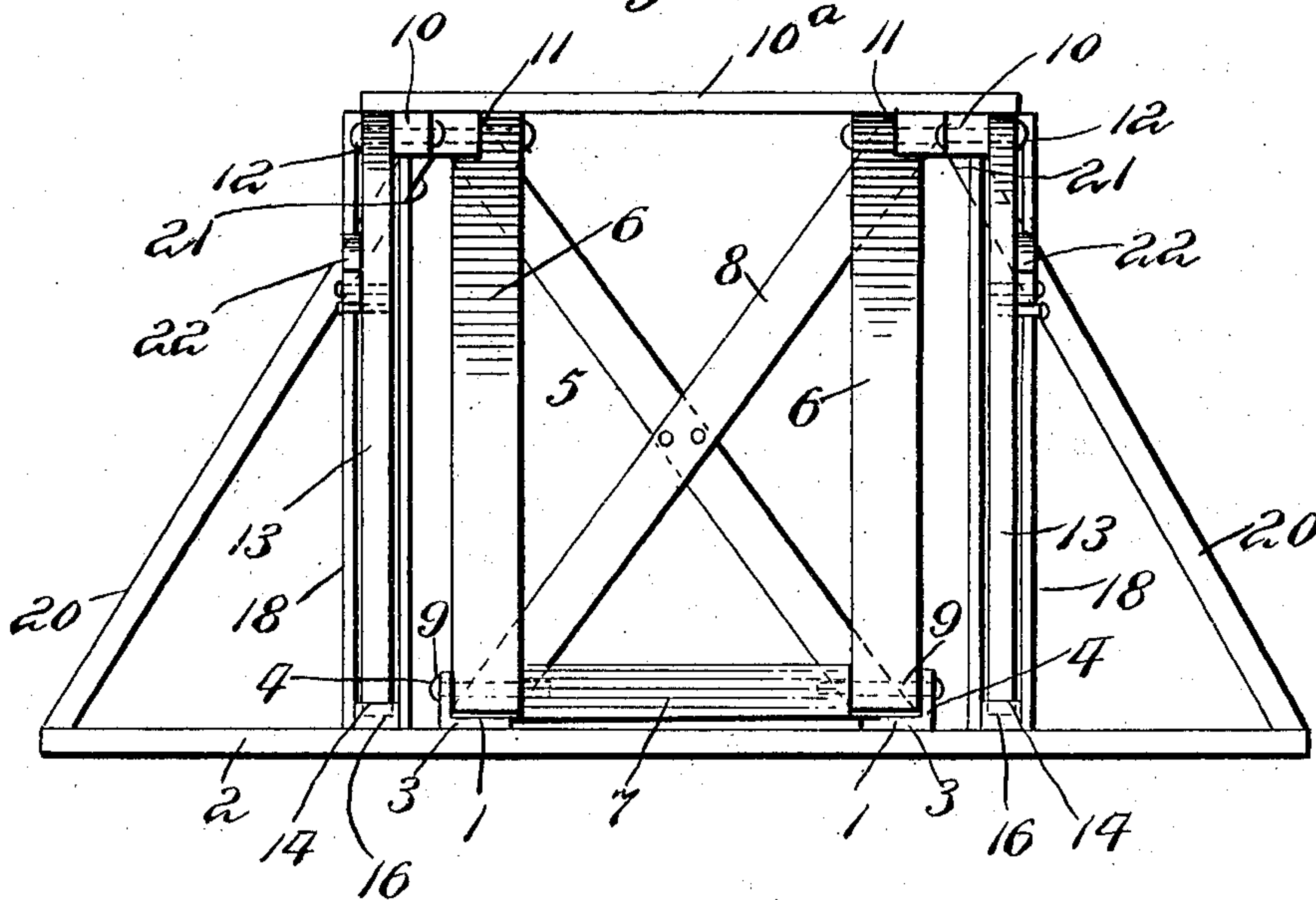


Fig. 2.



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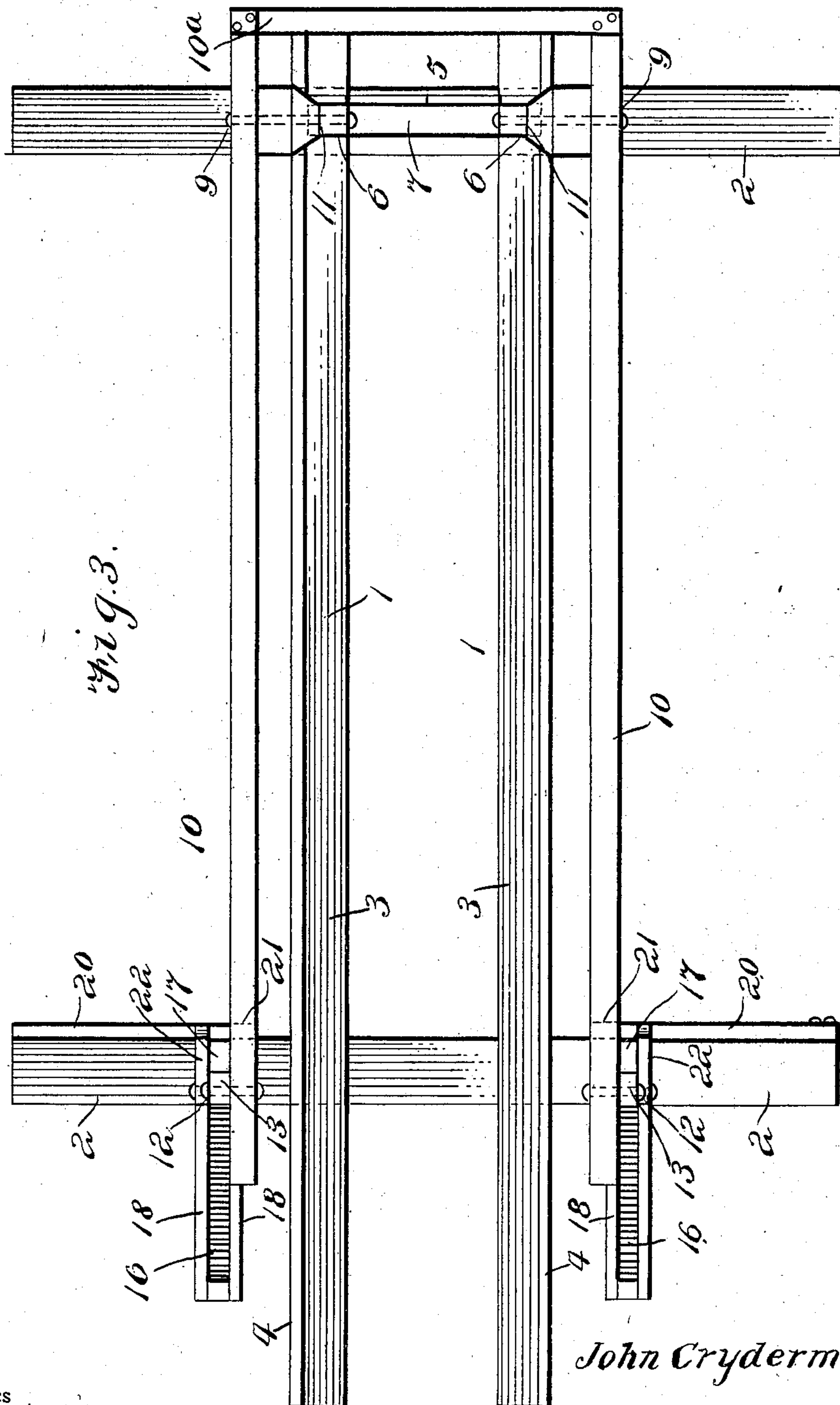
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G. V. Worthington  
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# UNITED STATES PATENT OFFICE.

JOHN CRYDERMAN, OF EDMONTON, CANADA.

## VEHICLE-BODY RAISER.

SPECIFICATION forming part of Letters Patent No. 742,292, dated October 27, 1903.

Application filed June 4, 1903. Serial No. 160,060. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN CRYDERMAN, a citizen of the United States, residing at Edmonton, in the district of Alberta, North-West Territories, Dominion of Canada, have invented certain new and useful Improvements in Vehicle-Body Raisers; and I do 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.

My invention relates to new and useful improvements in hoisting devices known as "vehicle-body raisers."

The object of the invention is to provide a very efficient device of this character which will be of simple, durable, and comparatively inexpensive construction.

A further object is to provide such a device in which the vehicle-body will be maintained in a horizontal position while being elevated to prevent its contents from being disturbed and to permit it to be easily disengaged from the running-gear of the wagon.

A still further object is to provide means for automatically elevating the body and locking the same when in an elevated position.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claims.

In the drawings, Figure 1 is a side elevation of my improved device, showing in full lines its lowered position and in dotted lines its elevated position. Fig. 2 is a front end elevation of the same. Fig. 3 is a top plan view of the device in its elevated position.

Referring to the drawings by numeral, 1 denotes the two parallel longitudinal guide or track rails, which are suitably spaced apart by and secured upon the cross-bars or sleepers 2. These track-rails consist of the base 3 and the vertically-projecting flange 4 and are adapted to receive and guide the wheels of the vehicle, as hereinafter described. Between the rear ends of the guide or track rails is a swinging frame 5, consisting of the two parallel standards or uprights 6, which are connected by the bottom cross-bar 7 and the crossed diagonal braces 8. The lower

ends of the standards 6 are pivoted at 9 to the flanges 4 of the track-rails. The upper ends of the standards 6 are recessed upon their outer sides to receive the longitudinal elevating and supporting bars or rails 10. These bars 10 are pivoted adjacent to their rear ends in said recessed portions of the standards, as shown at 11, and may have their extreme ends connected by the cross-bar 10<sup>a</sup>.

Adjacent to the forward ends of the elevating and supporting bars 10 are pivoted at 12 the upper ends of the swinging standards 13. The standards 13 are pivoted at 14 in the guide-frames 15, which are disposed upon each side of the tracks 1 and secured to the sleepers 2. Each of these frames comprises the base-block 16, the vertical upright or post 17, secured upon one end of block 16, the parallel braces 18, connecting the ends of the uprights and block, and the similar braces 19, which strengthen these parts. These frames are held in an upright position by the braces 20. It will be seen from the drawings that the standards 13 are pivoted in the frames between the pairs of braces 18, so that the braces 18 and 19 act as guides for the same, and when the bars 10 are in their lowered position they will contact with and be supported by the projecting ends 21 of the braces 20. When the bars 10 are swung up from their lowered position (shown in full lines in Fig. 1) to their elevated position, (illustrated by the dotted lines in the same figure,) the pivoted catch 22 upon one of the standards 13 is adapted to engage the upper end of the outer brace 18 to hold or lock the bars 10 in their elevated position.

In using the device the vehicle from which the body, box, or rack is to be removed is backed into the forward or front end of the same when the bars 10 are in their lowered position. The wheels of the vehicle will engage the track-rails 1 and be guided rearwardly into the device. As the tires of the hind wheels of the vehicle contact with the standards 6 the latter will be forced or swung upwardly to a vertical position, as shown by the dotted lines in Fig. 1. Owing to the manner in which the elevating and supporting bars 10 are mounted upon the swinging standards 6 and 13, it will be seen that these parts will be elevated and at the same time be main-



tained in a horizontal position—that is, parallel to the ground. The bars 10 engage the vehicle-body or projecting sills of the vehicle-body, so that the latter will be elevated from the running-gear by the bars 10 as the rear wheels of the running-gear force the standards 6 to a vertical position. When the standards 13 contact with the uprights 17, the catch 22 will engage the upper end of the outer brace 18 and hold the parts in their elevated position.

By this construction it will be noted that both ends of the body or rack upon the vehicle will be elevated at the same time, thereby permitting the same to be easily disengaged from the running-gear and preventing any liability of the contents of the body being displaced or disturbed. It will be further noted that the body or rack of the vehicle will be elevated and locked in such position automatically by the movement of the vehicle and without the necessity of manual labor.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. In apparatus of the class described, the combination of a vehicle-wheel track, pivoted

standards disposed to be engaged by wheels of a vehicle on said track, pivoted standards disposed to clear the vehicle-wheels, and supporting and elevating bars pivotally connected to the upper ends of said standards, substantially as set forth.

2. In apparatus of the class described, the combination of a vehicle-wheel track, pivoted standards disposed to be engaged by wheels of a vehicle on said track, pivoted standards disposed to clear the vehicle-wheels, supporting and elevating bars pivotally connected to the upper ends of said standards, and means to automatically lock the standards in an elevated position, substantially as described.

3. In apparatus of the class described, the combination of vehicle-wheel tracks, supports therefor, standards 6 pivoted at their lower ends to said tracks in position to be engaged by the wheels of a vehicle thereon, brace-frames projecting laterally beyond the outer sides of the track, standards 13 pivoted at their lower ends, disposed to clear a vehicle on the track and guided by said brace-frames, latches carried by said standards 13 to engage said brace-frames to lock said standard in an upright position, and elevating and supporting bars pivotally connected to and operated by the standards, for the purpose set forth, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN CRYDERMAN.

Witnesses:

T. A. STEPHEN,  
LAURENCE ADAMSON.