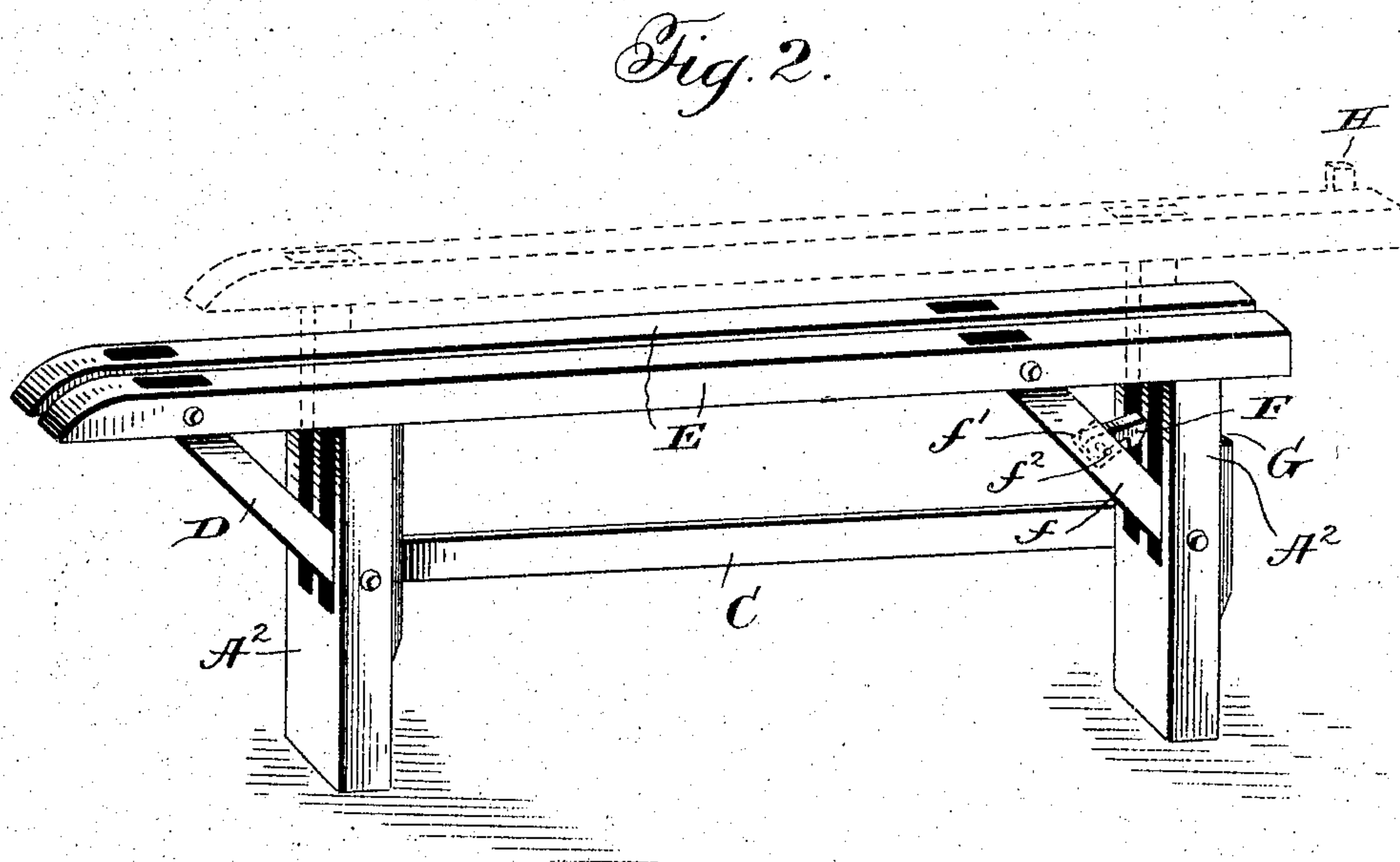
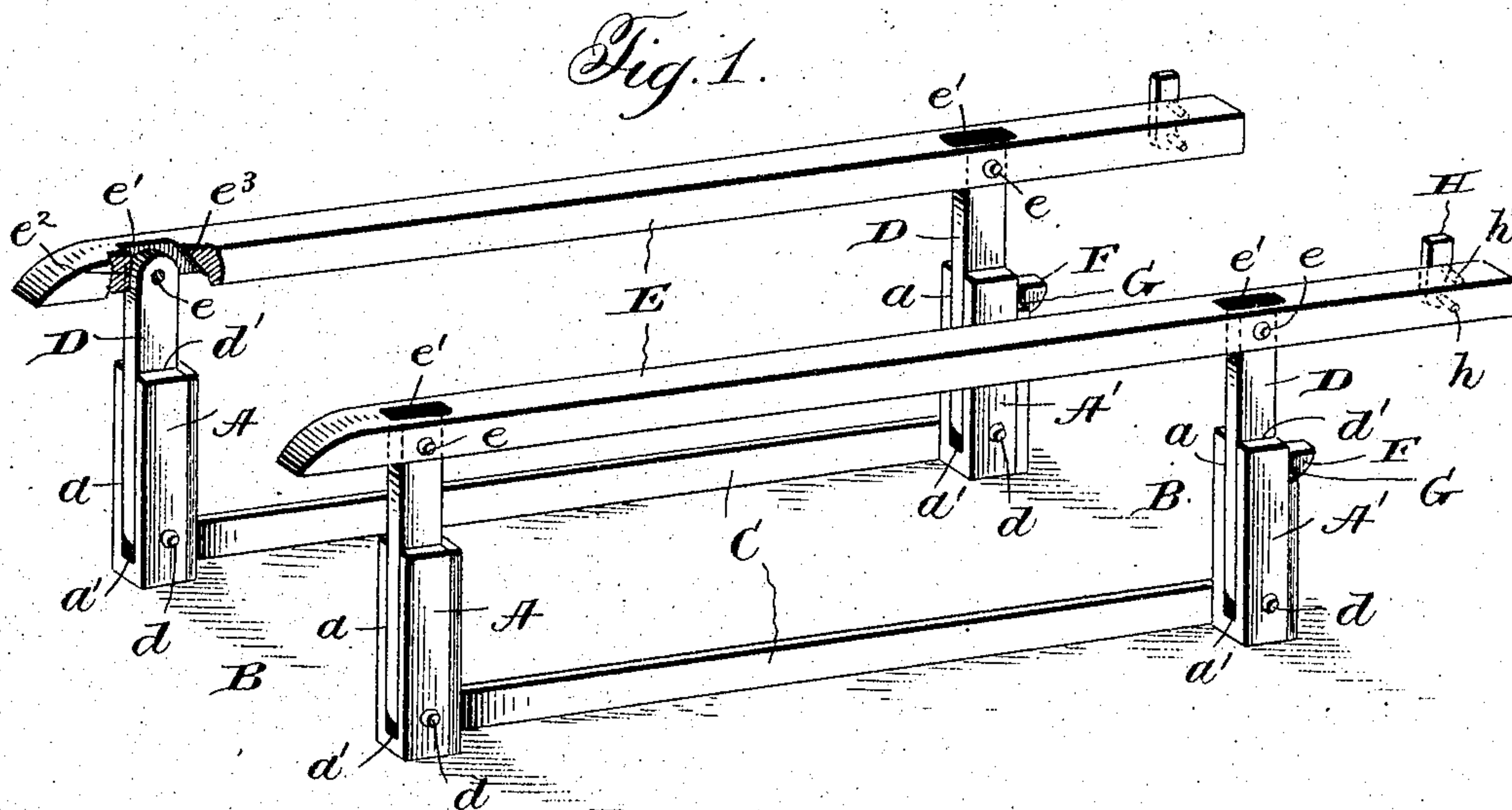


No. 781,089.

PATENTED JAN. 31, 1905.

W. A. PARRISH.  
WAGON BODY RAISER.  
APPLICATION FILED MAY 12, 1904.



Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM A. PARRISH, OF DECATUR, ILLINOIS.

## WAGON-BODY RAISER.

SPECIFICATION forming part of Letters Patent No. 781,089, dated January 31, 1905.

Application filed May 12, 1904. Serial No. 207,647.

*To all whom it may concern:*

Be it known that I, WILLIAM A. PARRISH, a citizen of the United States, residing at Decatur, in the county of Macon and State of Illinois, have invented certain new and useful Improvements in Wagon-Body Raisers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in wagon-body raisers, and has for its primary object the provision of an apparatus of this character which will be simple in construction, while possessing sufficient strength for lifting not only the ordinary wagon-beds, hay-racks, and the like, but also the heavy header-barges utilized so extensively in large wheat countries.

A convenient embodiment of the invention comprehends either a pair of separated supporting-rails, each supported upon independent standards, or said rails disposed somewhat closer together and supported by common standards, in combination with means whereby the rails are automatically locked in their elevated position.

The novel details in the construction and arrangement of the several parts of the apparatus will be apparent from the detailed description hereinafter when read in connection with the accompanying drawings, forming part hereof, wherein the above-mentioned embodiments of the invention are illustrated.

In the accompanying drawings, Figure 1 is a perspective view of the apparatus, parts being broken away to show the locking means and the manner of pivoting the links to the rails. Fig. 2 is a similar view of the modified form in which the rails are supported upon common supports rather than by separated supports, as in the preceding figure.

Referring more specifically to the drawings, A A' indicate supporting posts or standards, which may rest upon the upper surface of the ground or floor, (represented at B,) or they may be planted in said ground or floor, as is obvious. These standards are arranged in pairs and spaced a convenient distance apart to underlie the side portions of the vehicle in connection with which the apparatus

is used, and the standards of each pair are braced together by the cross rod or tie C. The forward side of each standard is open, as at *a*, while the back thereof is closed, said opening affording access to the hollow interior *a'* of the standard, which is provided for the reception of a link D, pivoted at its lower end upon a pivot-bolt *d*, passing transversely through the standard, the upper end of said link passing through the open top *d'* of the standard and a suitable distance thereabove, whence it is pivoted to one of the rails E through the medium of a bolt *e*, passing transversely through a slot *e'* in the rail. The forward wall of the slot is straight, as indicated at *e*<sup>2</sup>, while the rear wall thereof is inclined downwardly and rearwardly, as at *e*<sup>3</sup>, for reasons which will be apparent. While in this description I have referred simply to one of the side rails and one of the links D it is to be understood that the structure and arrangement is the same in each instance. The rear pair of links D are recessed at their edges, as at *f*, for the shank *f'* of a gravity-catch F, said catch being pivoted in the recess upon the pin *f*<sup>2</sup>. The arrangement of the catch is such that when the rails E are in their elevated position said catch will fall of its own weight into engagement with the edge G of the standard A' adjoining the same, thereby locking the parts in this position. The opposite position of the parts is that in which the rails are lowered when the rails E will rest upon the tops of the standards A A'.

The links D when the rails are elevated abut the straight edges *e*<sup>2</sup> of the slots in said rails, and, on the other hand, when the rails are lowered said links abut the inclined walls *e*<sup>3</sup> thereof.

H represents stops at the rear ends of the rails, the same being pivoted at *h*, whereby they may swing upwardly into operative position against the pins *h'* or downwardly into operative position, as is obvious. These stops limit the movement of the body of the vehicle over the surface of the rails E previous to the elevation of said body.

As heretofore stated, the differentiating characteristic of the form of apparatus shown in Fig. 2, as compared with that immediately



above defined, resides in the fact that the rails E are brought close together, whereby they serve as a central support for the body or other load resting thereupon, which arrangement enables the utilization of a single broad standard A<sup>2</sup>—one at the forward and rear ends of the rails. In other respects the structures are identical.

It is to be understood that slight changes and alterations may be made in the structure herein disclosed without in the least departing from the spirit of the invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A wagon-body raiser of the character described including a supporting-rail, hollow standards at the ends thereof, said standards opening along one edge, links pivotally connecting the rail to the standards and projecting within the latter, and means for automatically locking the parts when the rail is in elevated position.

2. A wagon-body raiser of the character de-

scribed including a supporting-rail, hollow standards at the ends thereof, said standards opening along one edge and having a rear wall or cross-piece, and links working in hollowed portions of the standards pivotally connecting the rail to the standards, in combination with a catch carried by one of said links arranged to engage over said rear wall or cross-piece.

3. A wagon-body raiser of the character described including a supporting-rail having a slot therein adjoining a straight wall and an inclined wall, standards at the ends of said rail, and links pivotally connecting the rails to the standards and projecting at one end into the slots in the rail, substantially as described.

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

WILLIAM A. PARRISH.

Witnesses:

F. R. GOODE,  
E. S. PARKS.