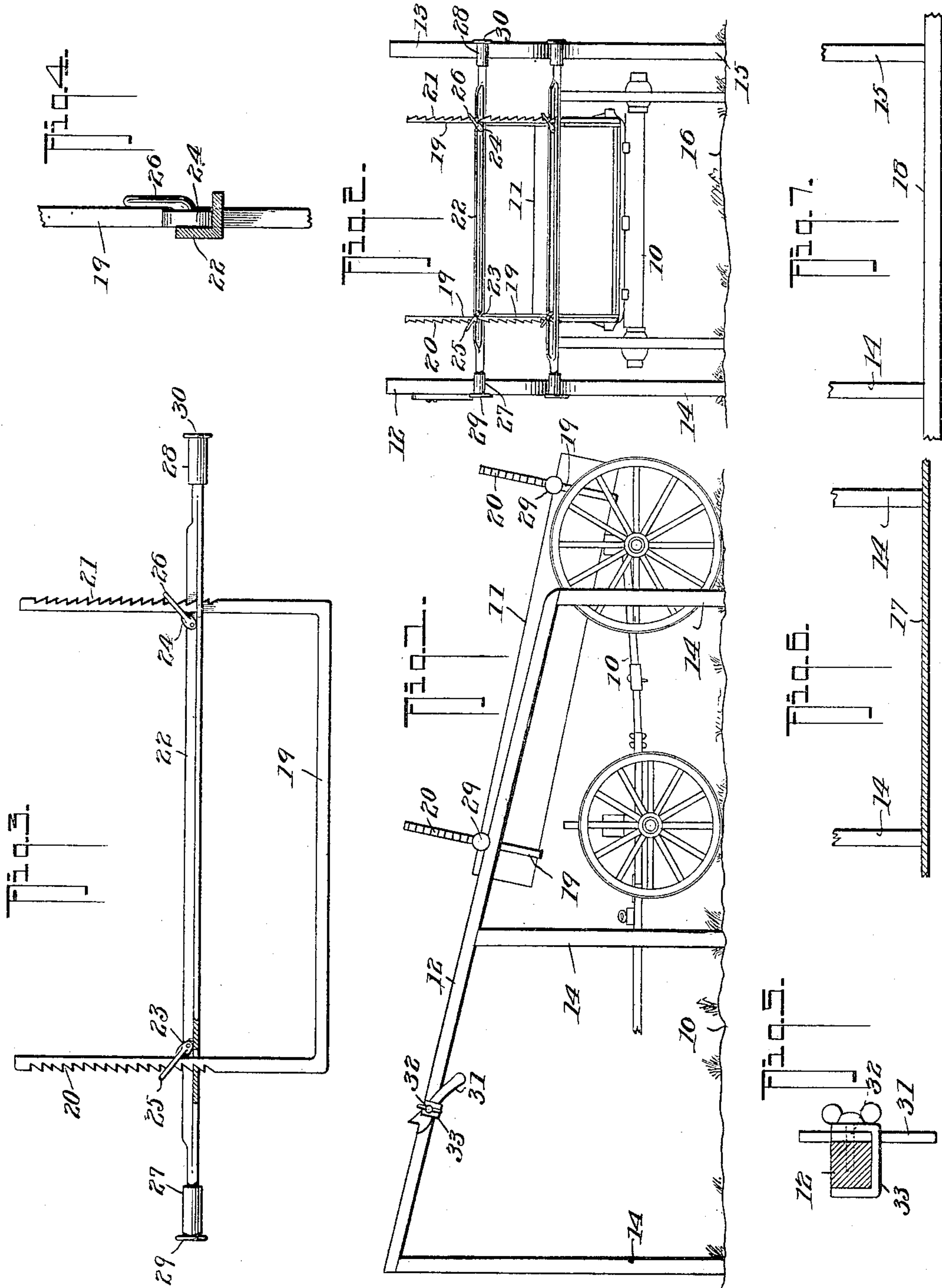


No. 801,362.

PATENTED OCT. 10, 1905.

J. W. COGHILL, JR.,
WAGON BODY LIFTER.
APPLICATION FILED JUNE 8, 1905



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN W. COGHILL, JR., OF ROSEVILLE, ILLINOIS.

WAGON-BODY LIFTER.

No. 801,362.

Specification of Letters Patent.

Patented Oct. 10, 1905.

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To all whom it may concern:

Be it known that I, JOHN W. COGHILL, Jr., a citizen of the United States, residing at Roseville, in the county of Warren and State of Illinois, have invented a new and useful Wagon-Body Lifter, of which the following is a specification.

This invention relates to devices for removing wagon-bodies from the running-gears and replacing the same, and has for its object to improve and simplify the construction and increase the utility and convenience of operation of devices of this character.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle of the invention or sacrificing any of its advantages.

In the drawings, Figure 1 is a side elevation of the improved device as in operation. Fig. 2 is a rear elevation of the same. Fig. 3 is an enlarged view, partially in section, of one of the wagon-body clamps detached. Fig. 4 is an enlarged sectional detail illustrating the operation of the body-clamp-adjusting cams. Fig. 5 is an enlarged detail of the trip member clip detached.

The improved apparatus herein shown and described may be employed for removing any of the various sizes and forms of the body portions of vehicles which are detachably connected to the running-gear—such as farm-wagon bodies, hay-racks, stock-racks, wood-racks, or the like—but for the purpose of illustration is shown applied to an ordinary farm-wagon, the running-gear being represented at 10 and the body portion at 11.

The improved device comprises two tracks 12 13, spaced apart to a greater distance than the greatest width of the running-gear or the body portion and supported in an inclined position upon posts 14 15. The tracks 12 13 and posts 14 may be erected at any desired point, either out of doors or within a barn, shed, or

other shelter, and the posts may be secured in the ground, as at 16 in Figs. 1 and 2, or to the floor, as at 17 in Fig. 6, when erected beneath a sheltering structure, or to base-timbers 18 resting upon the ground or other support, as in Fig. 7; but it will be obvious that the means of supporting the tracks will not affect the principle of the invention.

Attached to the body portion 11 of the vehicle are two carrier members, and as they are precisely alike the description of one will suffice for both. The carrier members comprise a U-shaped bar 19 for bearing beneath the member 11 and extending along its sides and above the same, with the side portions provided with the ratchet-teeth 20 21. Slidably engaging the ratcheted portions of the member 19 is a bar 22, preferably L-shaped in transverse section, and with cam members 23 24 operating to move the vertical portions of the member 20 outwardly with their ratchet-teeth into engagement with the adjacent portions of the bar 22, and thus lock the bar fast to the clamp member at any desired point of adjustment. By this simple arrangement it is obvious that the clamp member may be adjusted to bodies of various sizes.

The cam members are provided with operating-handles 25 26, and the bar 22 is provided at the ends with rollers 27 28 for bearing upon the guide-rails 12 13 and provided with flanges 29 30 to keep them in position upon the rails. The lower ends of the guide-rails 12 13 are disposed at a height slightly less than the bars 22, so that as the vehicle is driven between the rails the rollers will run thereon, and thus gradually elevate the body as the forward movement continues until the body is entirely free from the running-gear and suspended from the rails, leaving the running-gear free to be removed. Attached to one of the rails, as 12, is a stop member 31, pivoted at 32 in a clip 33, the pivot being in the form of a clamp-screw, whereby the clip and stop member are both secured detachably and adjustably to the rail. As the body member is drawn upward upon the rails by the forward movement of the vehicle the forward roller 27 will pass over the stop member and depress it, and then the latter will rise by gravity behind the roller and prevent its return, and thus form an automatic lock to hold the body in poised position as long as required.

When the body is to be restored to the running-gear, the latter is backed beneath the

suspended body portion and the stop-lever released and the body "eased" down until its rear end is in position between the rear stakes of the rear bolster, when by continuing the backing movement the restoration of the body member to the running-gear is completed. The members 19 22 are then detached and laid aside until again required.

By providing a set of the spaced inclined rails and a set of the clamping members for each vehicle the work of changing bodies will be very materially decreased, as one running-gear can thus be employed for any required number of different forms of bodies, as above enumerated.

The device is simple in construction, can be inexpensively manufactured, and operates effectually for the purposes described.

Having thus described the invention, what is claimed is—

1. In a device of the class described, stationary guide-rails spaced apart and disposed in inclined position, hanger members having means for adjustably connecting to the body portion of a vehicle and provided with bearing-rollers for running upon said tracks as the vehicle is drawn between the rails.

2. In a device of the class described, stationary guide-rails spaced apart and disposed in inclined position, hanger members in U shape for bearing beneath the body portion of a vehicle and extending vertically over the sides of the same, a bar slidable upon said hanger member and with rollers for bearing upon said rails, and means for adjustably clamping said bar to said hanger member.

3. In a device of the class described, stationary guide-rails spaced apart and disposed in inclined position, hanger members in U shape for bearing beneath the body portion of a vehicle and extending vertically over the sides

of the same, and provided with spaced ratchet-teeth in the vertical portions, a bar slidably engaging said vertical members and with rollers at the ends for bearing upon said rails, and cams pivoted to said bar for operating upon said vertical member and causing said ratchet-teeth to be engaged by said bar.

4. In a device of the class described, stationary guide-rails spaced apart and disposed in inclined position, hanger members having means for adjustably connecting to the body portion of a vehicle and provided with bearing-rollers for running upon said tracks as the vehicle is drawn between the rails, and a stop carried by one of said rails and yieldable in one direction, whereby said rollers will pass the stop when moving in one direction and check the same from moving in the opposite direction.

5. In a device of the class described, stationary guide-rails spaced apart and disposed in inclined position, hanger members having means for adjustably connecting to the body portion of a vehicle and provided with bearing-rollers for running upon said tracks as the vehicle is drawn between the rails, a U-shaped clip bearing beneath one of said rails and extending over the opposite sides of the same, a clamp-screw operating through one of said legs and bearing against the rail, and a stop-lever pivoted upon said clamp-screw and extending above the guide-rail, for forming a yieldable stop to lock the hanger member detachably upon the rails.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JNO. W. COGHILL, JR.

Witnesses:

GEO. H. ANDERSON,

CARY J. BOYD.