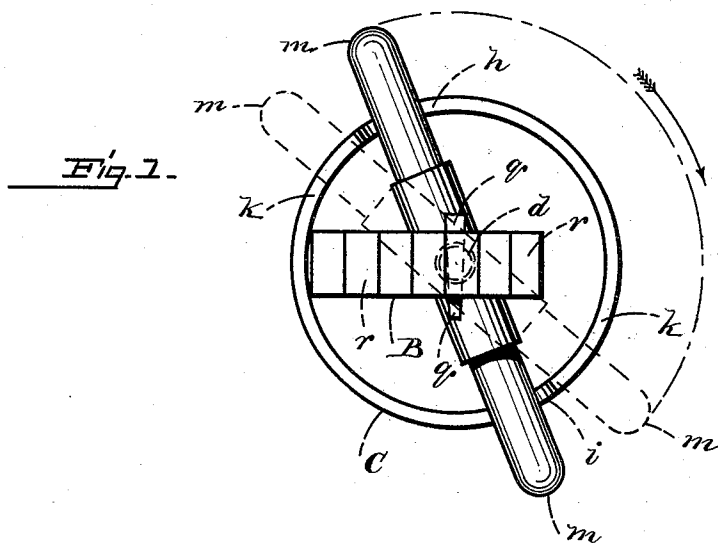
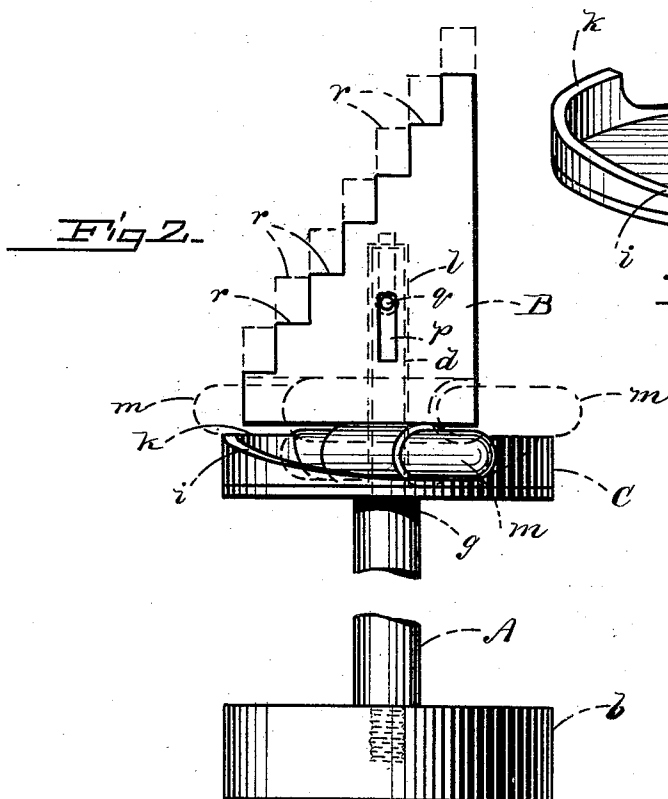
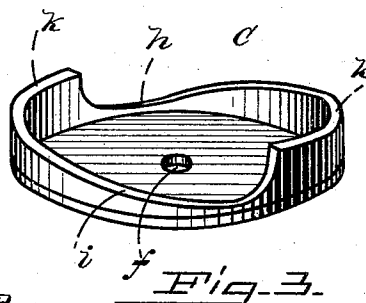


(No Model.)

L. S. MONK.
CARRIAGE JACK.

No. 407,869.

Patented July 30, 1889.



WITNESSES:
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UNITED STATES PATENT OFFICE.

LUTHER S. MONK, OF BRIDGETON, MAINE, ASSIGNOR OF ONE-HALF TO
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CARRIAGE-JACK.

SPECIFICATION forming part of Letters Patent No. 407,869, dated July 30, 1889.

Application filed June 14, 1889. Serial No. 314,224. (No model.)

To all whom it may concern:

Be it known that I, LUTHER S. MONK, of Bridgeton, in the county of Cumberland, State of Maine, have invented a certain new and useful Improvement in Carriage-Jacks, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top plan view of my improved jack; Fig. 2, a side elevation of the same, and Fig. 3 a perspective of the cam-plate removed.

Like letters and figures of reference indicate corresponding parts in the different figures of the drawings.

My invention relates especially to that class of carriage-jacks in which the lifting-block is actuated by a cam; and it consists in certain novel features, as hereinafter fully set forth and claimed, the object being to produce a simpler, cheaper, and more effective device of this character than is now in ordinary use.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation.

In the drawings, A represents the standard, B the lifting-block, and C the cam-plate.

The standard A is provided with a foot-piece *b*, and projecting vertically from its upper end there is a spindle *d*, as shown in dotted lines. The cam-plate C is circular in form, and is provided centrally with an opening *f*, to receive the spindle *d*, said plate being secured on a shoulder *g* of the standard when in position. The cam-plate has a vertically-arranged ring at its periphery provided with two cam tracks or grooves *h i*, the highest point *k* of each of said tracks being horizontal. A horizontally-arranged lifting-bar *m* is fitted to revolve on the spindle *d*, and works in the cam-tracks *h i*. The lifting-block B is provided centrally with a vertical chamber or socket *l*, to receive the spindle *d* upon which it works. A slot *p* on each side of the

block opens into the chamber *l*, and a pin *q*, passing through said slots and spindle, prevents the block from rotating thereon. The block is provided with a series of steps or shoulders *r*, to receive and support the carriage-axle in the usual manner.

In the use of my improvement the block B is disposed under the carriage-axle which rests upon one of its shoulders *r*, the lifting-bar *m* being in the lowest point of the cam-tracks *h i*. By rotating said bar on the spindle from left to right in direction of the arrow in Fig. 1, said bar travels upward on the cam-tracks until it rests upon the horizontal portions *k*, which prevents it from accidentally slipping back again. The lifting-block is thus forced upward and the carriage-wheel thereby elevated in a manner readily understood without a more explicit description.

Having thus explained my invention, what I claim is—

1. In a carriage-jack, a standard, a vertical spindle thereon, a horizontal cam-plate, a lifting-bar working in the tracks thereof, and a lifting-block on said spindle actuated by said bar, substantially as described.

2. In a carriage-jack, the combination of a standard, a cam-plate thereon having two inclined tracks, the upper ends of which are horizontal, a lifting-block fitted to slide vertically on said standard, and a lifting-bar rotating on said standard and working in said tracks, substantially as and for the purpose set forth.

3. In a carriage-jack, the combination of a standard, a vertical spindle thereon, a horizontally-arranged two-track cam-plate on said standard, a lifting-bar rotating on the spindle and working in said tracks, and a lifting-block sliding vertically on the spindle in engagement with said bar, substantially as described.

4. In a carriage-jack, a standard having a foot-piece and vertical spindle, a horizontally-arranged cam-plate on said standard provided with two inclined tracks having horizontal upper ends, a lifting-bar rotating on said spindle and working in said tracks, a lifting-block sliding vertically on the spindle and

provided with axle-steps, and a pin for preventing said block from rotating, substantially as described.

5 5. In a carriage-jack, the standard A, in combination with the cam-plate C, bar *m*, and block B, substantially as described.

10 6. In a carriage-jack, the standard A, having the spindle *d*, in combination with the plate C, bar *m*, block B, provided with the chamber *l*, and slots *p*, and the pin *q*, arranged substantially as described.

7. In a carriage-jack, the standard A, foot-piece *b*, and spindle *d*, in combination with the cam-plate C, provided with tracks *h i* and horizontal portions *k*, the bar *m*, the block B, 15 having steps *r*, chamber *l*, and slots *p*, and the pin *q*, all being arranged to operate substantially as described.

LUTHER S. MONK.

Witnesses:

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