

(No Model.)

2 Sheets—Sheet 1.

G. J. SCHLOSSER.
WAGON JACK.

No. 476,417.

Patented June 7, 1892.

FIG. 1.

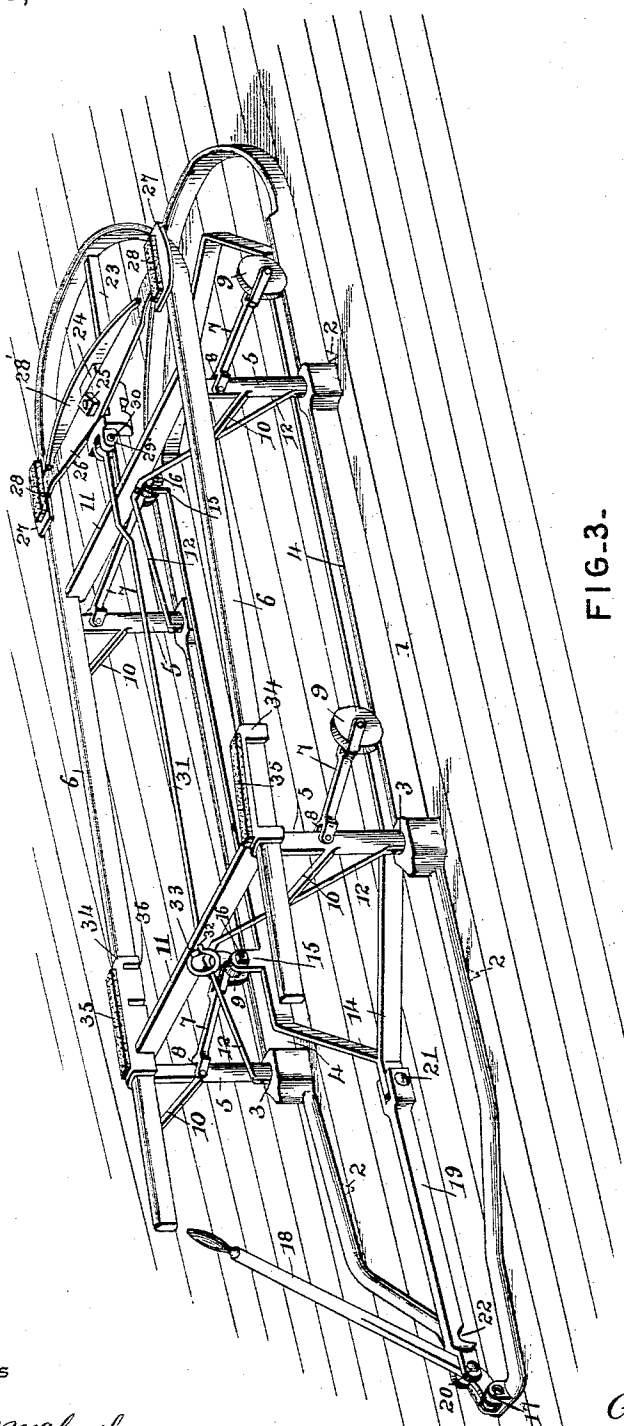
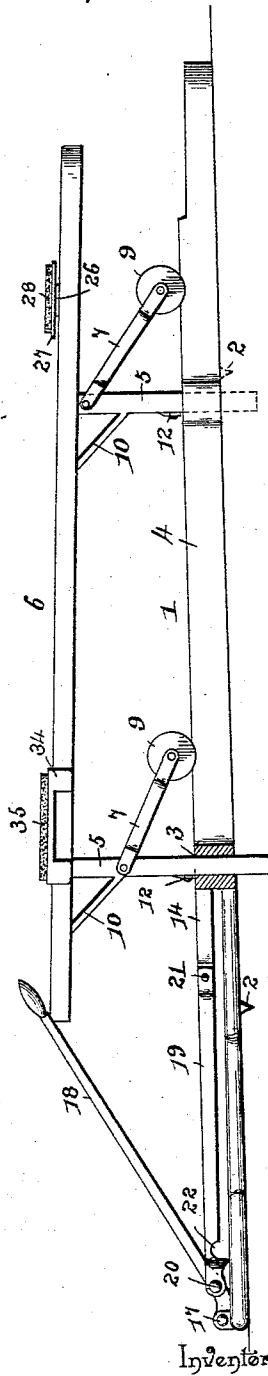


FIG. 3.



Witnesses

Jas. H. McElathran
Jno. K. Diggins

By his Attorneys,

George J. Schlosser

C. A. Snow & Co.

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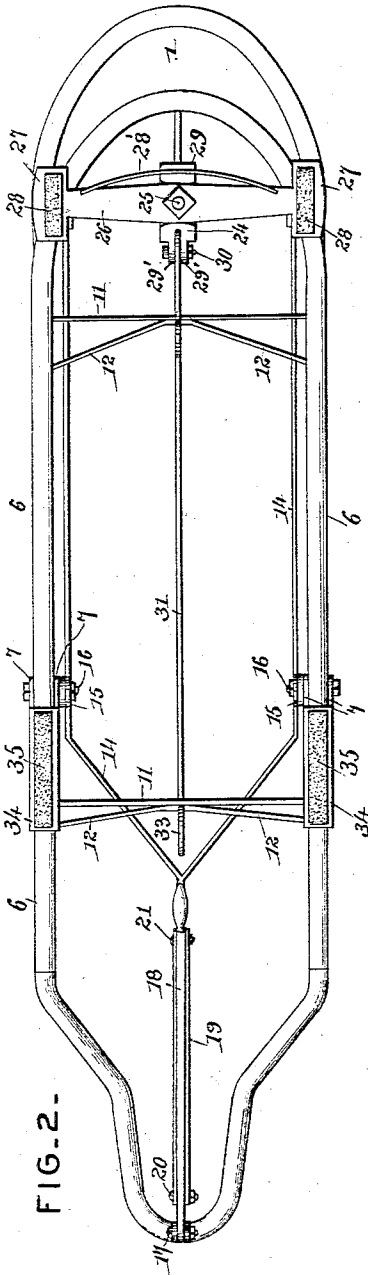


FIG. 2-

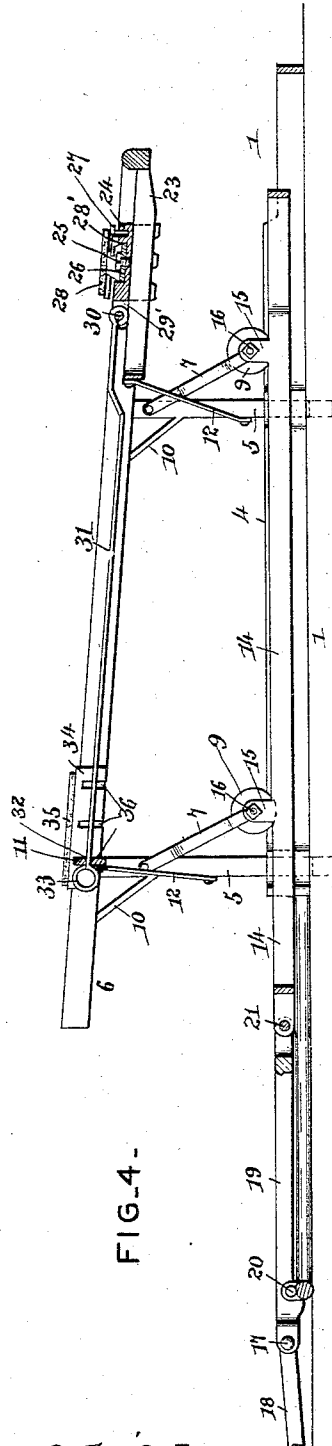


FIG. 4-

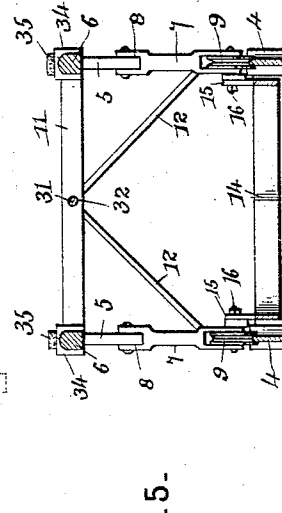


FIG. 5-

Witnesses

Jas. H. McCutchan
Jno. H. Giggers.

Inventor

George J. Schlosser

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

GEORGE J. SCHLOSSER, OF LEADVILLE, COLORADO.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 476,417, dated June 7, 1892.

Application filed February 17, 1892. Serial No. 421,811. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. SCHLOSSER, a citizen of the United States, residing at Leadville, in the county of Lake and State of Colorado, have invented a new and useful Wagon-Jack, of which the following is a specification.

My invention relates to improvements in wagon-jacks; and the objects in view are to provide a cheap and simple device over which a wagon or other device may be run to be subsequently elevated by the jack for the purpose of removing the wheels for any purpose whatsoever; furthermore, to so construct the jack as to be adapted and readily adjusted for various lengths of wagons or vehicles, and to be locked in its elevated position.

Other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective view of a jack constructed in accordance with my invention. Fig. 2 is a plan. Fig. 3 is a side elevation. Fig. 4 is a longitudinal section, the jack being elevated and locked in such position. Fig. 5 is a transverse section.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates an open base-frame, which is provided upon its under side with spurs 2, adapted to take into the floor. At each side the opposite side bars of the frame are provided with perforations 3, and between the same and in rear thereof form tracks 4. Standards 5 are mounted in the perforations 3, and at their upper ends support a substantially though elongated U-shaped wagon-supporting frame 6. Arms 7 are pivoted, as at 8, to the standards 5, for which purpose the arms are bifurcated, and these arms are provided at their lower ends with grooved rollers 9, adapted to travel upon the tracks 4, heretofore described. Inclined braces 10 extend from the standards to the side bars of the frame 6, and opposite each pair of standards the terminals of the frame are connected by cross-bars 11, from the centers of which inclined braces 12 extend to the standards, so that, as will be obvious, the carriage-support-

ing frame and the standards are rigidly connected.

An oblong draft-frame 14 is located within the open base-frame 1 and is somewhat smaller than the latter. This draft-frame is provided with pairs of opposite lugs 15, having bearing perforations, and into the same extend the bearing-pins 16, upon which the grooved rollers 9, before mentioned, are journaled. The front end of the base-frame is provided with a pair of bearing-ears, and in the same is pivoted, as at 17, a hand-lever 18. A loose link 19 is pivoted, as at 20, to the hand-lever immediately above its fulcrum, and the rear end of the link is pivoted, as at 21, to the front end of the draft-frame. The under edge of the link is notched, as at 22, so that when the lever 18 is swung to the front the notch engages with the front end of the base-frame 1.

A short longitudinal bar 23 connects the rear cross-bar 11 with the rear end of the wagon-supporting frame 6, and mounted for sliding on the bar is an inverted U-shaped block 24, the upper face of which is transversely recessed and has pivoted, as at 25, in its bottom a transverse axle-supporting bar 26, the ends of which are widened to form rests 27, and are provided with pads 28. The bar 26 is capable of a slight movement upon its pivot 25, but is maintained directly transverse the frame 6 by means of a bowed spring 28', secured at its center in a kerf 29, formed in the rear end of the block and having its terminals lying against the rest-bar 26 at opposite sides of the pivot 25. The front end of the rest-bar is provided with a pair of ears 29', and in the same is pivoted by a bolt 30 the rear end of a rod 31, the front end of the rod extending through and beyond the perforation 32, formed in the front cross-bar 11 and terminating in an eye or pull 33. By grasping this pull and reciprocating the rod the block may be moved upon the longitudinal bar 23, and thus the position of the rest-bar 26 changed for a purpose hereinafter described.

U-shaped blocks 34 are mounted upon each of the opposite side bars or terminals of the frame 6, are surmounted by pads 35, and have

their inner edges provided with series of notches 36, any one of which may be introduced over the bar 11, whereby the blocks become locked at a desired point upon the side bars or terminals of the frame 6.

This completes the construction of the jack, and the manner of using the same is as follows: Holes are bored in the floor immediately below the perforations 3 in the base-frame, into which holes the lower ends of the standards extend when the frame is in position, and the spurs 2 serve to anchor the frame to the floor and prevent it from moving and getting out of alignment with the aforesaid holes. The lever 18 being thrown to the rear the wagon-supporting frame is thereby lowered in that the draft-frame moving to the rear draws the arms 7 with it, the rollers moving over the tracks 4. A carriage is now backed or pulled over the jack and the rest-bar moved so that the pads at the end of the same come directly under the front axle. If a sufficient adjustment of the rest-bar cannot be had by reason of extreme length or shortness of the wagon, the U-shaped blocks at the front end of the jack are adjusted toward or away from the rest-bar. The wagon-supporting frame 6, as shown, inclines slightly toward its rear end, so that, though the front axle of the wagon is lower than the rear axle, yet the pads of the rest-bar are as far from the same as are the pads of the blocks from said rear axle. When the carriage is in this position, in order to raise the same it is simply necessary to swing the lever 18 to the front. Such movement draws the draft-bar to the front, the before-mentioned notch in the link between the draft-frame and lever engaging over the front end of the base-frame, so that the draft-frame is prevented from moving to the rear until the link is disengaged from the frame. The forward movement of the draft-frame brings the arms 7 nearer to a vertical position, thus raising the standards and the remainder of the parts carried thereby, the frame 6 taking under the axles of the wagon and elevating the same. The pads on the blocks and rest-bar prevent any marring, and the pivotal movement of the rest-bar serves to permit a slight turning of the front axle of the wagon, thus permitting access to be had to the fifth-wheel and other portions of the running-gear. It will be obvious that the wheels may now be removed, leaving the spindles exposed for oiling or cleaning or for any other purpose.

From the foregoing description, in connection with the accompanying drawings, it will be seen that I have provided a cheap, simple, and durable jack adapted to elevate a wagon or vehicle of any style, regardless of its length or make, so that the entire set of wheels may be removed at the same time, for any purpose whatsoever.

Having described my invention, what I claim is—

1. In a wagon-jack, the combination, with a

base-frame, of a superimposed vertically-reciprocating frame having opposite longitudinal side bars, cross-bars connecting the same, rear rests, and inverted-U-shaped blocks forming rests and provided at their depending edges with pairs of opposite notches, said blocks being mounted upon the opposite side bars of said superimposed frame and having their notches adapted to engage the cross-bar, substantially as specified.

2. In a wagon-jack, the combination, with a base-frame, a superimposed wagon-supporting frame, and means for raising and lowering the same, of a rear longitudinal bar, a transverse rest-bar supported on the longitudinal bar and terminating at its ends in heads provided with pads, means for reciprocating the rest-bar upon the longitudinal bar, and rests located at the front end of the frame, substantially as specified.

3. In a wagon-jack, the combination, with a base-frame, a superimposed wagon-supporting frame having cross-bars, and means for raising and lowering said latter frame, of a longitudinal bar connected with the cross-bar and the rear end of the frame, a sliding block mounted on the longitudinal bar and having its upper face recessed in the rear of the same and provided with a kerf and in front of the same with perforated ears, a transverse rest-bar pivoted in the recess and terminating at its outer ends in padded heads, a bowed spring seated in the kerf and having its terminals resting against the rest-bar at opposite sides of its pivot, a reciprocating rod pivoted between the ears and having its front end extending through the perforation in the front cross-bar, and the notched blocks U-shaped in cross-section, provided with pads, and mounted on the opposite side bars of the wagon-supporting frame and adapted to engage the perforated cross-bar, substantially as specified.

4. In a wagon-jack, the combination, with the elongated frame having perforations, and in rear of the same tracks, and the lever pivoted at the front end of the frame, of the vertical standards mounted in the perforations, the wagon-supporting frame mounted on the standards, the arms pivoted at their upper ends to the standards and provided at their lower ends with rollers for moving on the tracks, and connections between the axles of the rollers and the lever, substantially as specified.

5. In a wagon-jack, the combination, with the lower base-frame having perforations in its opposite side bars, and the lever pivoted at its lower end to the front end of the frame, of the vertical standards mounted for reciprocation in the openings, the U-shaped wagon-frame mounted on the standards, the arms pivoted at their upper ends to the standards and provided at their lower ends with rollers for moving on the base-frame, the draft-frame located in the base-frame and provided with lugs connected with the axles of the rollers,

and the link connecting the front end of the draft-frame with the lever, substantially as specified.

6. In a wagon-jack, the combination, with
5 the oblong base-frame having the pairs of opposite perforations, and the lever pivoted at its lower end to the front end of the frame, of the vertical standards mounted in the perforations, the U-shaped frame supported by
10 the standards, the arms pivoted at their upper ends to the standards and provided with grooved pulleys or rollers for moving over tracks on the frame, the oblong draft-frame

having lugs connected with the axles of the rollers, and the link loosely connected to the
15 front end of the draft-frame and the lever above its pivot and provided with a notch at its front end for engaging with the front end of the base-frame, substantially as specified.

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

GEORGE J. SCHLOSSER.

Witnesses:

T. H. LEE,

THOS. L. PILLING.