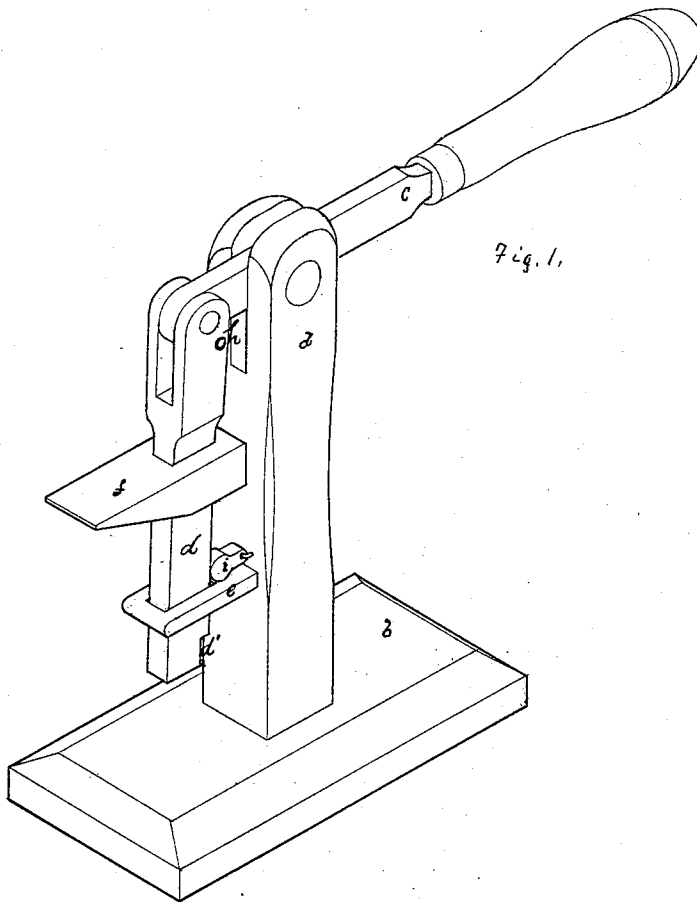


A. S. LOVELL.

Improvement in Wagon-Jacks.

No. 132,163.

Patented Oct. 15, 1872.



Witnesses.

Edw. W. Gorman
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Atty

UNITED STATES PATENT OFFICE.

ANDREW S. LOVELL, OF UNIONVILLE, CONNECTICUT.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **132,163**, dated October 15, 1872.

To all whom it may concern:

Be it known that I, ANDREW S. LOVELL, of Unionville, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Wagon-Jacks, of which the following is a specification, reference being had to the accompanying drawing, which is a perspective view of the same.

The letter *a* indicates the common wooden standard, and *b* the foot. *c* is the common hoisting-lever pivoted in the top of the standard, and to the short end of which is pivoted the bar *d*, whose foot slides up and down in a slot in the guide *e*. This slot allows a short back and forward motion of the bar *d*. On the bar *d* slides the tongue *f* of the common construction, which will remain stationary at any point on the bar if weight is put upon the end of the tongue, such weight causing the tongue to wedge tightly on the bar.

To operate the jack, the tongue is slipped up on the bar till it comes up against the under side of the wagon-axle which is to be lifted; then, by bearing down on the handle, the axle is lifted.

Just above the guide *e* is the cam *i* somewhat loosely pivoted to the standard and lying on the top of the guide when not interfered with. As the bar *d* rises, having an axle

on the tongue, it will press backward against the cam *i* and raise its end upward so that it will not prevent the bar *d* from falling back. There is a notch or shoulder, *d'*, in the lower end of the bar *d*, which catches upon the guide *e* and holds the axle suspended when the bar *d* is raised to that point. To let the axle down again the handle is borne down upon still further and the lever *c*, striking against the pin *h*, throws the foot of the bar *d* outward so as to disengage the shoulder *d'* from the guide *e*. When the foot of the bar *d* swings outward the cam *i* falls down upon the guide and prevents the shoulder *d'* from again catching upon the guide *e*, so that the bar *d* can slide downward freely and lower the axle which has been suspended.

I claim as my invention—

1. The combination of the bar *d*, the guide *e* slotted as described, and the cam *i*, constructed and operating substantially as described, for the purpose set forth.

2. Also, in a wagon-jack having the parts and operation specified in the last clause, the pin *h* so combined with the lever *c* as to throw the foot of the bar *d* outward, substantially as described, and for the purpose set forth.

Witnesses:

A. S. LOVELL.

WM. E. SIMONDS,
E. A. KUNKEL.