T. R. DAY.

LIFTING-JACKS.

No. 193,931. Patented Aug. 7, 1877.

Fig. 1

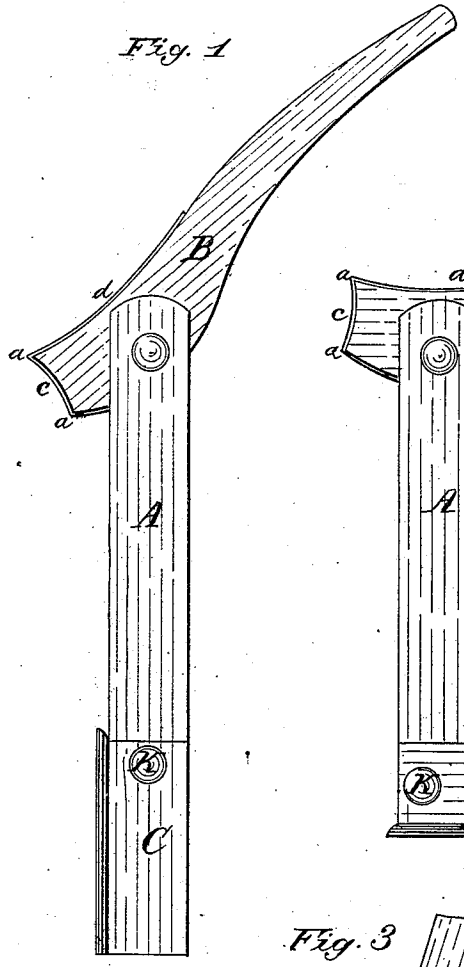


Fig. 2.

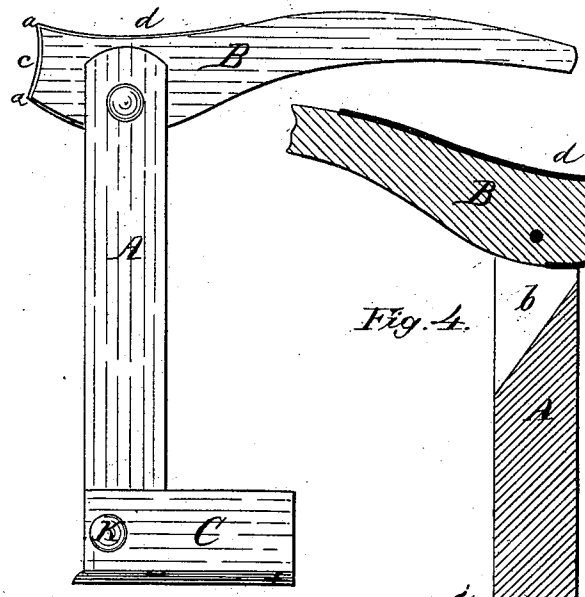
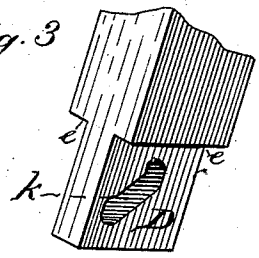


Fig. 4.

Fig. 3



Attest:

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UNITED STATES PATENT OFFICE.

TIMOTHY R. DAY, OF DEVALL'S BLUFF, ARKANSAS, ASSIGNOR OF TWO-THIRDS HIS RIGHT TO J. M. McCLINTOCK AND PAT. H. WHEAT, OF SAME PLACE.

IMPROVEMENT IN LIFTING-JACKS.

Specification forming part of Letters Patent No. **193,931**, dated August 7, 1877; application filed June 23, 1877.

To all whom it may concern:

Be it known that I, TIMOTHY R. DAY, of Devall's Bluff, in the county of Prairie and State of Arkansas, have invented certain new and useful Improvements in Wagon-Jacks; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side elevation of the jack standing at full length. Fig. 2 is a similar view, the joint being bent. Fig. 3 is a perspective view of the lower end of the upper piece A detached; and Fig. 4 is a longitudinal vertical section of the jack complete.

This invention relates to that class of devices which are used for lifting the sides of carriages and wagons for the purpose of detaching or lubricating the wheels; and it consists, first, in the construction of the lever, which is self-setting, and so arranged as to prevent the wagon from sliding off while being lifted; and, secondly, in the construction of the joint, by which the jack may be adjusted to wagons of different heights, all as hereinafter more fully shown and described.

In the drawings, A is a post or upright, having at its upper end a recess, *b*, in which is pivoted a lever, B. The end of this has a curved recess, *c*, thus presenting two points, *a a*. The end of the lever itself is curved, as shown at *d*, and shod with iron, the body of the lever being made of wood. The lower end of upright A is tenoned, as shown at *e e*, so as to fit into a mortise or recess, *i*, in the end of a short block, C. The tenon D has a diagonal cut or slot, *k*, by which it is pivoted by a bolt, K, in the recess *i*.

As will be seen by reference to the accompanying drawings, the peculiar construction of the joint by which the upright A and block C are connected (or the slot *k*, which takes the place of an ordinary pivot-hole) enables the jack to be adjusted in either of the positions shown in Figs. 1 and 2, the difference in height being equal to the difference between the height and width of the block C. In either case the upright A rests firmly upon the square shoulders formed by the tenons *e e*.

The operation of my improved wagon-jack is obvious, and requires no explanation. The construction of the lever enables it to be used with equal advantage for square and round axles, the curve of the lever preventing slipping, and when the wagon is raised the body will be supported by the points *a a*, which being, when raised, upon the side of the fulcrum of the lever, retain it in its elevated position as long as desired.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The improved wagon-jack herein described, consisting of the lever B, upright A, having diagonally-slotted tenon D, block C, having recess *i* and bolt K, all combined, arranged, and operating substantially in the manner, and for the purpose herein shown and specified.

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

TIMOTHY R. DAY.

Witnesses:
J. M. McCLINTOCK,
JAMES LOVEJOY.