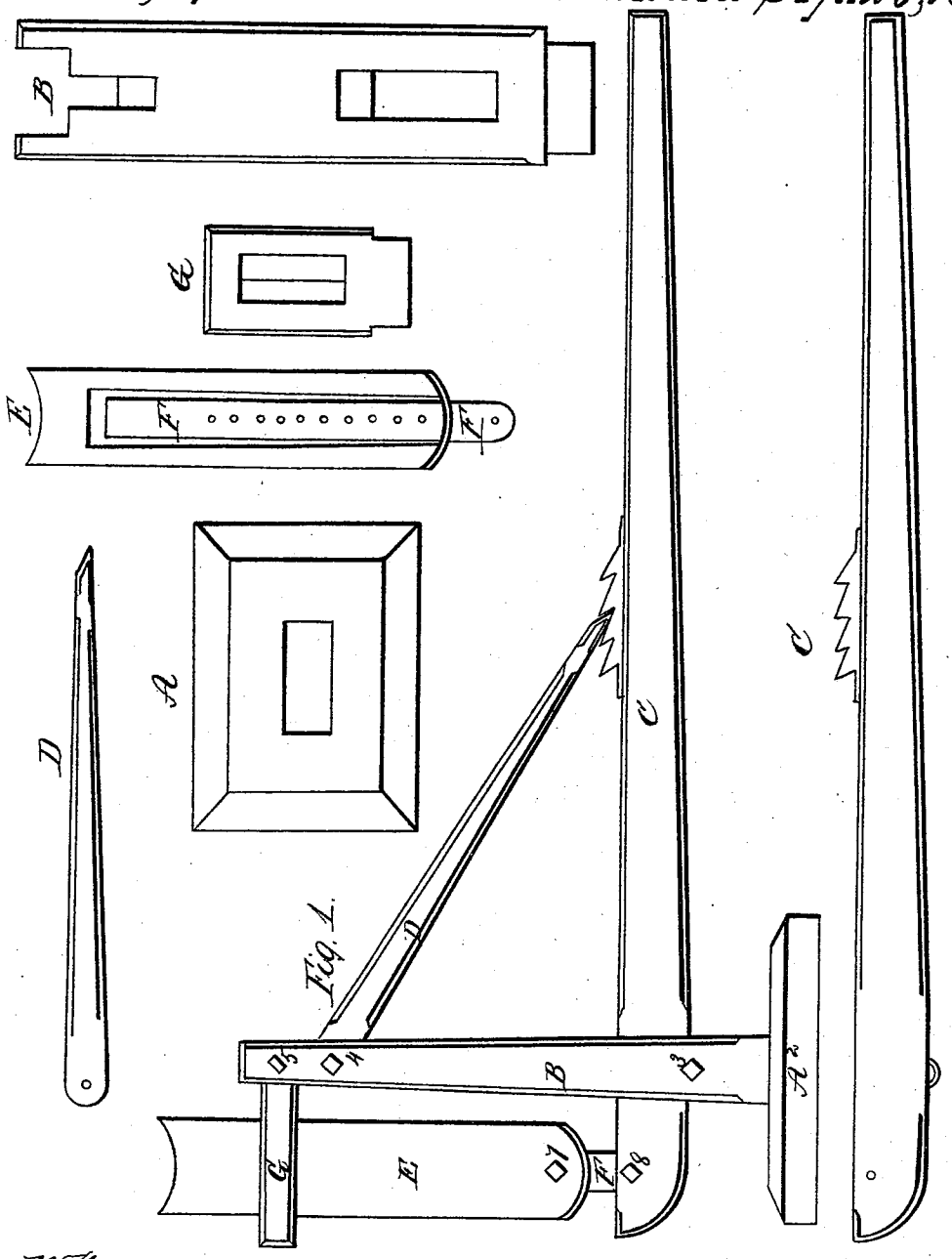
J. M. & R. M. Thompson,

Lifting Jack.

No. 36,540. Patented Sep. 23, 1862.



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UNITED STATES PATENT OFFICE.

JAMES M. THOMPSON AND R. M. THOMPSON, OF COSHOCTON, OHIO.

LIFTING-JACK.

Specification forming part of Letters Patent No. **36,540**, dated September 23, 1862.

To all whom it may concern:

Be it known that we, JAMES M. THOMPSON and R. M. THOMPSON, of Coshocton, in the county of Coshocton and State of Ohio, have invented a useful Improvement upon Machines for Raising Wagon-Wheels, commonly called a "Wagon-Jack;" and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the machine upon which we claim to have invented our improvement, reference being had to the annexed drawing, making a part of this specification, in which the figure is a side view.

The bottom piece or base (marked A) is a block of wood seven inches square and two inches thick, with mortise in center and chamfered on top.

B is an upright piece of wood, connected to base A by tenon and pin No. 2. This piece is two inches thick and four inches wide at base and one and a half and four inches at top, with lever-mortise one and a half by five and one-half inches near the base; also gain cut at top one and one-half inch deep and two and one-half wide to receive the guard or guide piece. Directly under this is a small gain, one by two and one-half inches, to receive the latch or fastener, as shown at letter B of separate drawing.

The lever C is of strong wood, three feet in length, two and one half by one and one-half inches at the fulcrum end, and tapered back to a convenient size for handling, with rag or latch catch of iron and staple for connecting to upright B, as shown in separate drawing C.

The latch or fastener (marked D) is sixteen inches in length, one and one-half wide, and one inch thick at the connecting end, and gradually tapered and ironed at the end that works on the rag. The grooved box E is made of two pieces of wood thirteen inches long, one of which is one inch thick, with a groove running lengthwise and slightly angling, sufficiently large to admit of an iron bar, which will be hereinafter described. The other piece is one-half inch thick and three inches wide, which is the width of the grooved piece. They are united by means of screws or wrought nails driven through both and clinched. The lower end is ironed.

Letter F is an iron bar fourteen inches in length, one and one-fourth inch wide, and three-eighths thick, with ten holes drilled through it, one within one-fourth inch of the lower end, the next one and three-fourths inch above, the others one inch apart, as seen in separate drawing F. The guard G is six and one-half inches long, three and one-half wide, and one inch thick, with tenon to fit gain in upright B, with pin through other end to give it strength.

The above are good sizes for a machine; but they may be enlarged or diminished, if desired.

The separate pieces being described above, they are put together as follows: The upright piece B is driven into base A and pinned thereto by wooden pin 2. The lever C is put through upright B and connected therewith by half-inch iron pin 3, passing through staple in lever C two inches from top of base A. The iron bar F, on which grooved box works, is inserted into lever C and pinned with a half-inch iron pin three and one-half inches from fulcrum-pin 8. Guard G is placed into gain in upright B and fastened by pin 5. Grooved box E, after entering the iron bar, is pushed down through guard G near to bottom of bar and pinned with iron pin 7, as shown in side view of machine. The latch D is placed in the gain of the upright B and bolted with screw-bolt 4.

The method of operating is as follows: After adjusting the box E to the proper height to suit the height of axle to be raised, by raising or lowering said box on the bar and securing by iron pin 7 the lever is taken in the right hand and the latch in the left. The lever being raised, the grooved box E is brought down level with guard G. It is then placed under the axle-tree, when, letting go the latch, the lever is then pressed down until the wheel is of sufficient height from the ground, and the latch, catching in the rag, secures it at that height.

What we claim as our invention, and desire to secure by Letters Patent, is—

The combination, with the standard B, of the lever C, perforated bar F, grooved box E, and self-adjusting latch D, as and for the purpose herein described.

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