

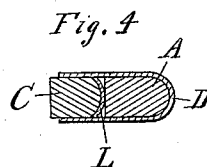
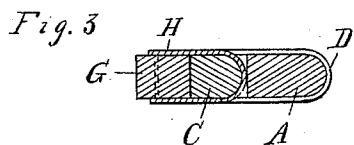
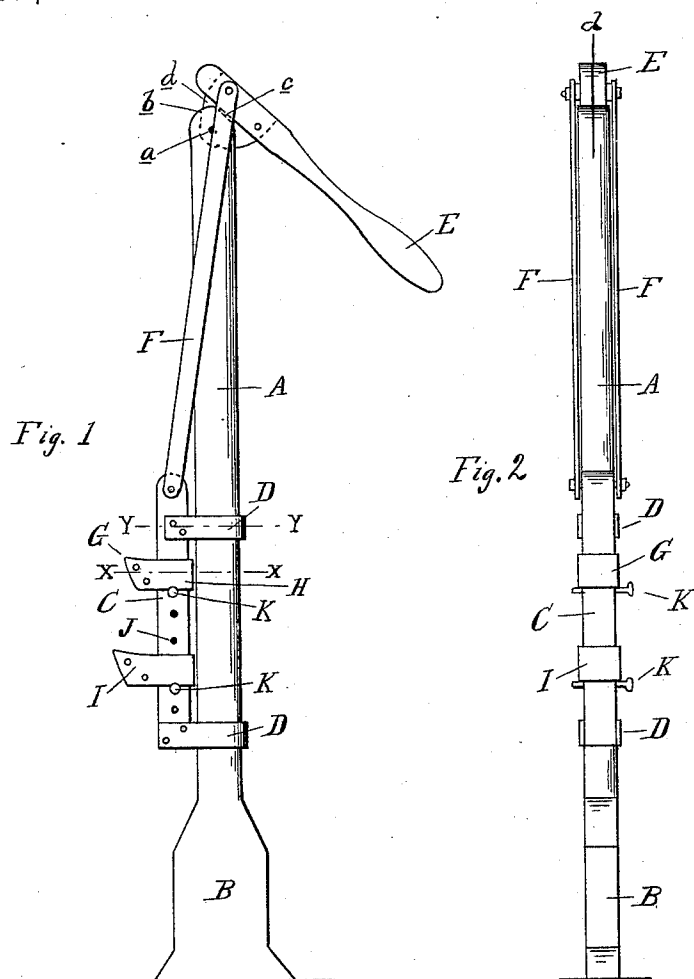
(No Model.)

J. W. McROBERT.

WAGON JACK.

No. 392,623.

Patented Nov. 13, 1888.



Witnesses:

P. M. Hullert.
John Schuman.

Inventor.

John W. McRobert.

By *Max L. Macgregor*
Att'y.

UNITED STATES PATENT OFFICE.

JOHN W. McROBERT, OF MASON, MICHIGAN.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 392,623, dated November 13, 1888.

Application filed June 18, 1888. Serial No. 277,403. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. McROBERT, a citizen of the United States, residing at Mason, in the county of Ingham and State of Michigan, have invented certain new and useful Improvements in Wagon-Jacks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in wagon-jacks; and the invention consists in the peculiar construction, arrangement, and combination of the parts, all as more fully hereinafter described and claimed.

In the drawings which accompany this specification, Figure 1 is a side elevation of my device. Fig. 2 is a front elevation thereof. Fig. 3 is a section on line *x x*, and Fig. 4 is a section on line *Y Y*.

A is a standard, preferably of wood, and provided with a suitable base, B, to support the device firmly upon the ground.

C is a vertical sliding block slidingly secured to the standard by means of the metal straps D, bolted or riveted to the sliding block respectively at its upper and lower end.

E is a hand-lever pivotally secured at *a* to the top of the standard, which latter is partly rounded, as at *b*, on the arc of a circle, with the pivot *a* for its center, and partly cut away obliquely, as at *c*, to form a rest or stop for the handle in its depressed position, as more fully hereinafter described.

The pivot-joint between the standard and the handle is preferably formed by cutting a saw-kerf into the upper end of the standard and into the end of the lever and securing within said kerf a metal plate, *d*, which is riveted to the lever and secured by the pivot-pin *a* in the standard.

F are links pivotally connecting the upper end of the sliding block C with the inner end of the lever E on both sides of the standard A.

G is an upper shoe adjustably secured to the sliding block C by means of the metal strap H, riveted to the shoe and embracing the sliding block C, and I is a lower shoe similarly secured to the sliding block but projecting to a greater distance therefrom than the upper shoe.

J is a series of adjusting-holes in the sliding block, and K are adjusting-pins secured in these adjusting-holes.

In practice the jack is intended to be oper-

ated between the wheel and the body of the vehicle or wagon instead of under the axles, as in the usual constructions of jacks, and to this end the standard A is made of greater height than the ordinary construction, so as to reach above the wheel. The lower shoe is intended to lift the forward wheel and the upper shoe is intended to lift the hind wheel, and both may be adjusted vertically within the necessary limit to adjust to the different sizes of vehicles. To obtain a free sliding movement of the sliding block without unnecessary loss by friction the back of the sliding block C is rounded, and at the upper and lower points, where the metal straps D are secured thereto, it is provided with the covering of leather, L, so that the sliding block touches the standards only at these two points. This provides for the necessary clearance of the metal straps of the shoes. By raising the handle E the sliding block C is lowered, and by depressing it the block is raised, while at the same time the handle E, if fully depressed, rests against the stop *c* on top of the handle, and the angularity between the pivots of the link and the handle is such as to lock the lever in place against accidental displacement without the use of hooks or other devices. During all its movements the lever E does not bear upon the pivot-pin, but carries the load on top of the standard.

What I claim as my invention is—

1. In a wagon-jack, the combination of the standard having the round and oblique bearing on top of the standard A, the sliding block C, carried thereon, the adjustable shoes G and I on the sliding block, provided with the adjusting-holes J and pin K, the lever E, pivotally secured upon the top of the standard, the metal plate *d*, and the links F, pivotally secured to the sliding block and the lever and having a self-locking action with the lever, substantially as and for the purpose described.

2. In a wagon-jack, the combination of the standard A, provided with the rounded and cut-away portions *b* and *c* on the upper end, the sliding block C, carried by the standard and provided with the metal straps D, embracing such standard, the leather bearing L, secured to the back of the sliding block, the upper and lower shoes, G and I, adjustably secured to the sliding block by metal straps provided with the adjusting-holes J and adjusting-pins K for

vertically adjusting the shoes upon the sliding
block, the metal plate *d*, the lever *E*, pivotally
secured to the top of the standard, and the
links *F*, pivotally secured to the sliding block
5 and the lever and forming a self-locking device
therewith, the parts being arranged to operate
substantially as and for the purpose described.

In testimony whereof I affix my signature, in
presence of two witnesses, this 15th day of
May, 1888.

JOHN W. McROBERT.

Witnesses:

P. M. HULBERT,
JOHN SCHUMAN.