

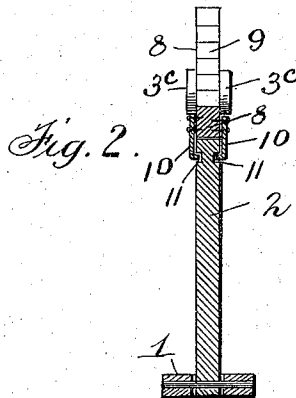
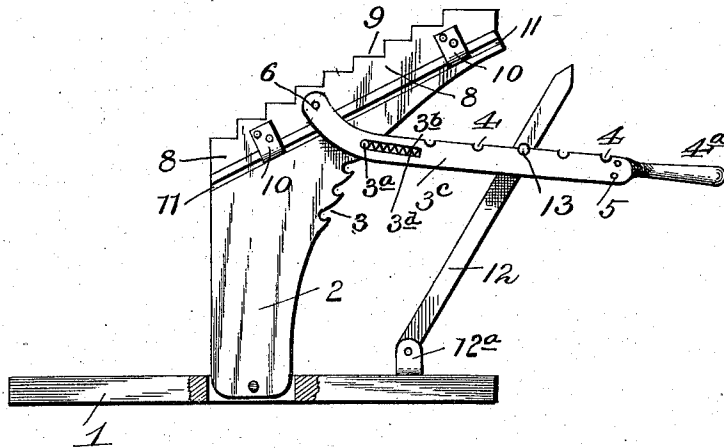
(No Model.)

C. W. SCHMUESER.
VEHICLE JACK.

No. 559,224.

Patented Apr. 28, 1896.

Fig. 1.



WITNESSES:
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UNITED STATES PATENT OFFICE.

CHARLES W. SCHMUESER, OF NEW CASTLE, COLORADO.

VEHICLE-JACK.

SPECIFICATION forming part of Letters Patent No. 559,224, dated April 28, 1896.

Application filed January 6, 1896. Serial No. 574,500. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. SCHMUESER, a citizen of the United States, and a resident of New Castle, in the county of Garfield and State of Colorado, have invented certain new and useful Improvements in Vehicle-Jacks; and I do hereby declare that the following is a full, clear, and exact description of the invention, 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.

My invention relates to improvements in wagon or vehicle jacks for elevating the axles to remove the wheels for lubricating or other purposes.

The object of the invention is to provide an improved device of this character which shall be simple and economical in construction and which shall possess superior advantages with respect to efficiency in operation.

The invention consists in the novel construction and combination of parts herein-after fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a wagon-jack constructed in accordance with my invention. Fig. 2 is a transverse section of the same.

In the said drawings, the reference-numeral 1 designates the base, rectangular in form, to which is pivoted the post or standard 2, having its upper side inclined and its rear end curved and formed with notches 3.

The numeral 3^a designates a lever, consisting of two parallel arms provided with a handle 4^a at the outer end secured thereto by bolts 5. The said arms are provided with opposite slots 3^b, in which is located a movable pin 3^a, which engages with the notches 3. A coiled spring 3^a presses against said pin and serves to hold it in engagement with said notches. Said pin forms the fulcrum for the lever. The inner ends of the arms comprising the lever are curved, as seen in Fig. 1, and

provided with a pin 6, by which they are pivotally connected with a slidable block 8, formed with a series of steps 9 on its upper side. This block rests on the inclined upper end of the post 2 and is provided at each side with brackets 10, the lower or free ends of which are bent inwardly at a right angle and engage with inclined grooves 11 in the sides of the post and thus serve to guide and hold the block in place.

The numeral 12 designates a retaining-bar pivoted at its lower end to a bracket 12^a, secured to the base 1. Near its upper end this bar is provided with a pin 13, which engages with the notches 4 of the levers and retains the latter in place.

The operation is as follows: The jack is placed under a vehicle-axle and the post pushed forward, so that one of the steps of the block will engage with the axle and the pin 3^a engage with one of the notches 3. The levers are then depressed by means of the handle, when the block will be forced upward and lift the axle. The pin of the retaining-bar is then engaged with notches of the levers to hold them in place.

Having thus fully described my invention, what I claim is—

In a vehicle-jack, the combination with the base, the pivoted post, having inclined upper end and curved rear side formed with notches, the block formed with steps, and the brackets, of the lever, the pin at the inner end of the same, engaging with said block, the spring-actuated fulcrum-pin seated in a slot in said lever, and the pivoted retaining-bar having a pin engaging with notches in said lever, substantially as described.

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

CHARLES W. SCHMUESER.

Witnesses:

H. M. SCHMUESER,
C. W. VLIET.