

D. Marshall,

Lifting Jack.

No. 106,379.

Patented Aug 16. 1870.

Fig. 1.

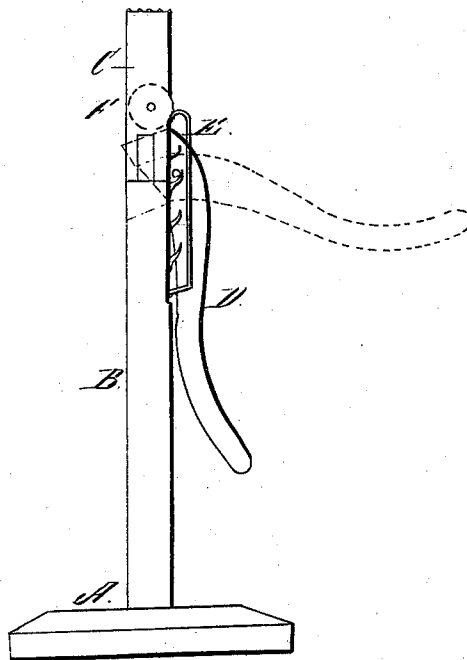
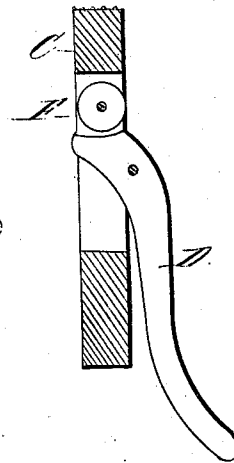


Fig. 2.



Witnesses:

D. C. Hey

M. A. Olds

Inventor:

David Marshall

United States Patent Office.

DAVID MARSHALL, OF NORTHVILLE, MICHIGAN.

Letters Patent No. 106,379, dated August 16, 1870.

IMPROVEMENT IN CARRIAGE-JACK.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, DAVID MARSHALL, of Northville, in county of Wayne and State of Michigan, have invented a new and useful Improvement in Carriage-Jacks; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, in which—

Figure 1 is a side elevation.

Figure 2, a vertical section.

The letters of reference refer to the same parts in each figure.

The nature of my invention consists in making a carriage-jack that may be readily applied to either axle of a carriage, and be adjusted to the height of the axle by the use of the lever, and with the same lever raise the carriage, and by the peculiar shape of the upper end of the lever it will raise the axle, when the handle of the lever is thrust downward, and sustain it until the lever is raised again.

To enable others skilled in the art to make and use my invention, I will describe its mode of construction and operation.

A is the base that supports the other parts by having tenons of the standard B inserted into it; the size should be such that it will prevent the carriage moving while a wheel is being taken off or put on.

B is a standard; it is made with one or more tenons at the lower end that are inserted into the base A, to keep it in a vertical position when being used; its length must be such that it will not quite reach up to the axle. A place is made in the middle and upper end that will receive the sliding prop C; and the inner surfaces are provided with tongues or grooves, that must be made to correspond with the tongues or grooves of the prop C. These tongues and grooves keep the prop within the standard and allow the prop to be raised in line with the standard.

C is a prop. It is made to fit within the place that

is made in the standard; it is provided with tongues or grooves that fit the corresponding parts in the standard; it must have a long mortise made through it for inserting the upper end of the lever D, and a small wheel at the upper end, as represented in fig. 2, and the wheel is pivoted so as to be turned freely by the action of the lever.

D is a lever, made in the shape represented in the figures; it is provided with a pin or bolt that passes through it, which serves as a fulcrum for the lever. This pin may be placed on any of the catches of the part E that best corresponds with the height of the axle; then, by thrusting the handle end of the lever down, the prop is raised, and with it the axle, and, by the peculiar shape of the upper end of the lever, the prop is held as long as desired; then, by lifting the lower end of the lever, the prop and axle may be lowered at will.

E is one of a pair of fulcrum-plates; one is placed on each of the upper ends of the standard and securely fastened; they are provided with a series of catches for the pin of the lever to rest upon. This series of catches is required to allow the jack to be adjusted to axles of various heights. These plates are provided with a band, as shown in fig. 1; its use is to prevent the lever being liberated from the other parts when not in use, and aid in raising or lowering the lever; also to afford a good means for hanging up the jack.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

In the construction of carriage-jacks, the arrangement of the standard B, prop C, with the wheel F, lever D, and fulcrum-plates E, when all are made and combined substantially as and for the purpose herein set forth.

Witnesses:

M. A. OLDS,
D. OLNEY.

DAVID MARSHALL.