A. McC. JONES.

Wagon-Jack.

No. 218,978. Patented Aug. 26, 1879.

Fig: 1.

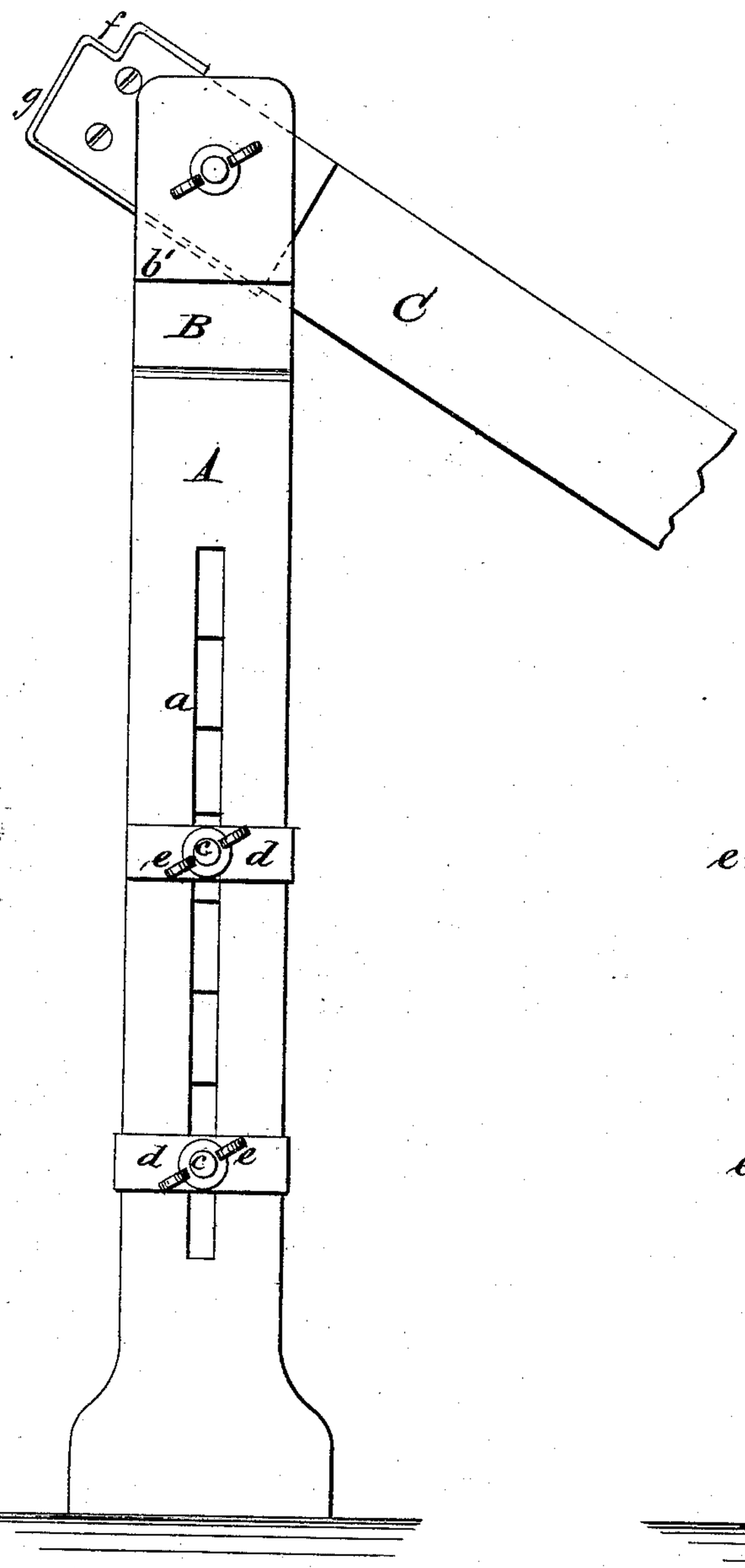
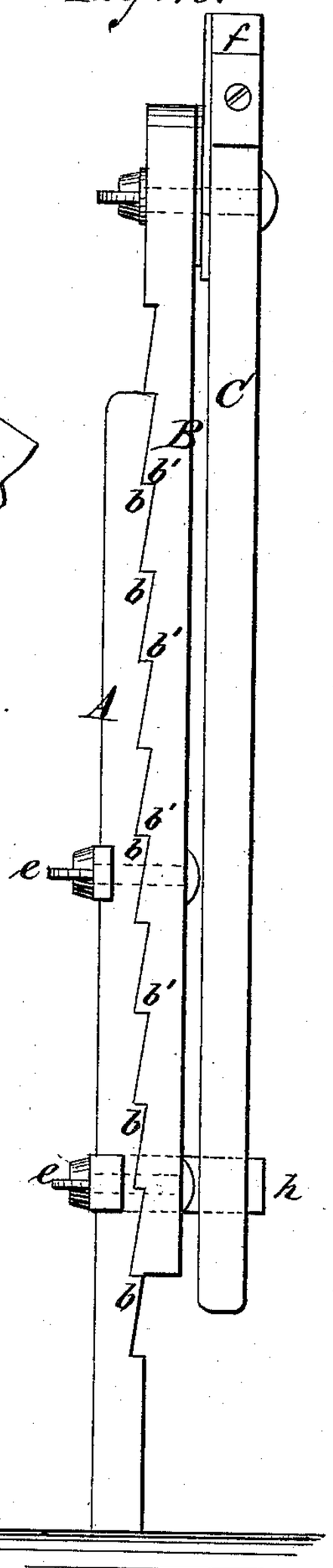


Fig: 2.



WITNESSES:

Achilles Schehl.

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INVENTOR:

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UNITED STATES PATENT OFFICE.

ANDREW McCLURE JONES, OF BIRMINGHAM, ALABAMA.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **218,978**, dated August 26, 1879; application filed June 28, 1879.

To all whom it may concern:

Be it known that I, ANDREW McC. JONES, of Birmingham, in the county of Jefferson and State of Alabama, have invented a new and Improved Wagon-Jack, of which the following is a specification.

This invention relates to an improvement in wagon-jacks for raising the axles to take off the wheels for greasing the spindles and other purposes, the object whereof is to provide a simple, economical, and efficient instrument for this purpose.

It consists of two bars, one serving as a standard and the other as a movable extension, to the upper end whereof the lifting-lever is fulcrumed. The adjoining faces of the bars are ratcheted, so as to engage each other, and connected together by bolts projecting from one bar through a vertical slot in the other, and furnished with thumb-nuts, by which the upper bar can be secured at any desired heights.

In the accompanying drawings, Figure 1 is a front elevation of the improvement, and Fig. 2 is an edge view of the same.

Similar letters of reference indicate corresponding parts.

Referring to the drawings, A is the standard or foot-bar of the jack, provided with a vertical slot, *a*. On one side or face of this standard are serrations *b*, projecting upward.

B is the vertically-adjustable bar. This has on its face downward-projecting serrations *b'*. Bolts *c c* are passed through this bar from the outer or smooth side and through the slot in standard A from the serrated side, and over their ends are passed metal straps *d*, forming washers, the ends whereof are bent down at right angles and bear against the edges of bar A, and over the projecting ends of the bolts are screwed thumb-nuts *e*. By this means the two bars are joined together.

C is the lever, fulcrumed in the upper end of the bar B. In the upper corner of the short arm of the lever is a right-angular notch, *f*, in which is placed the corner of the axle to be lifted, to gage the distance the lever is thrust under the axle. The end and notch are covered by metal strap *g*.

The end of the lower strap, *d*, on the side opposite the long arm of the lever, is extended across the plane of the said lever, forming a stop, *h*, to limit the turning of the lever to a vertical position relatively to its fulcrum.

The operation of the device is as follows: By means of the set-nuts and bolts the two bars A B are drawn together closely. The two sets of serrations join each other, so that when the weight is put upon the upper bar it will not slip.

When the height of the jack is to be increased or diminished to suit the height of different vehicles, the nuts are loosened, permitting the bars to be separated and the serrations to be disengaged, when bar B is moved up or down, as may be necessary, and when at the proper point they are again drawn together and secured.

In raising the axles, the notch *f* is placed against the lower part of it, so as to carry the end of the lever immediately underneath. The lever is then turned down to a vertical position, the stop *h* limiting its movement when it stays in that position, the axle resting on its upturned end.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

As an improvement in wagon-jacks, the standard A, with serrations *b* and slot *a*, in combination with the adjustable bar B, having serrations *b'*, adapted to engage serrations *b*, and provided with bolts *c* and thumb-nuts *e* to connect the two bars together, and lever C, with notch *f*, fulcrumed in the upper end of bar B, whereby a vertically-adjustable wagon-jack is provided, substantially as described.

ANDREW McCLURE JONES.

Witnesses:
RICHARD T. FORSYTH,
TILLMON P. BURGAMY.