

(No Model.)

D. S. WANAMAKER.

WAGON JACK.

No. 331,103.

Patented Nov. 24, 1885.

Fig. 2.

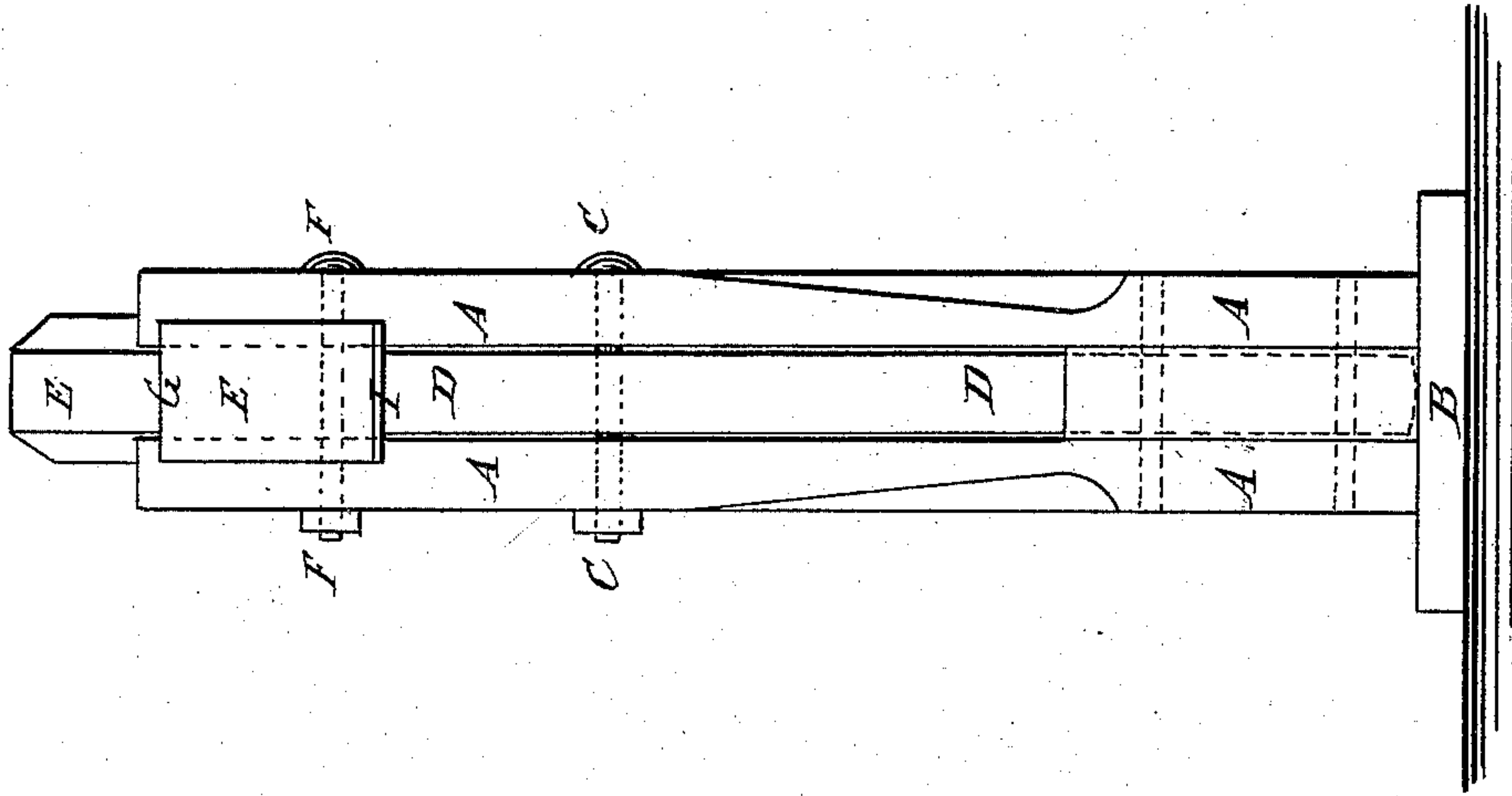


Fig. 3.

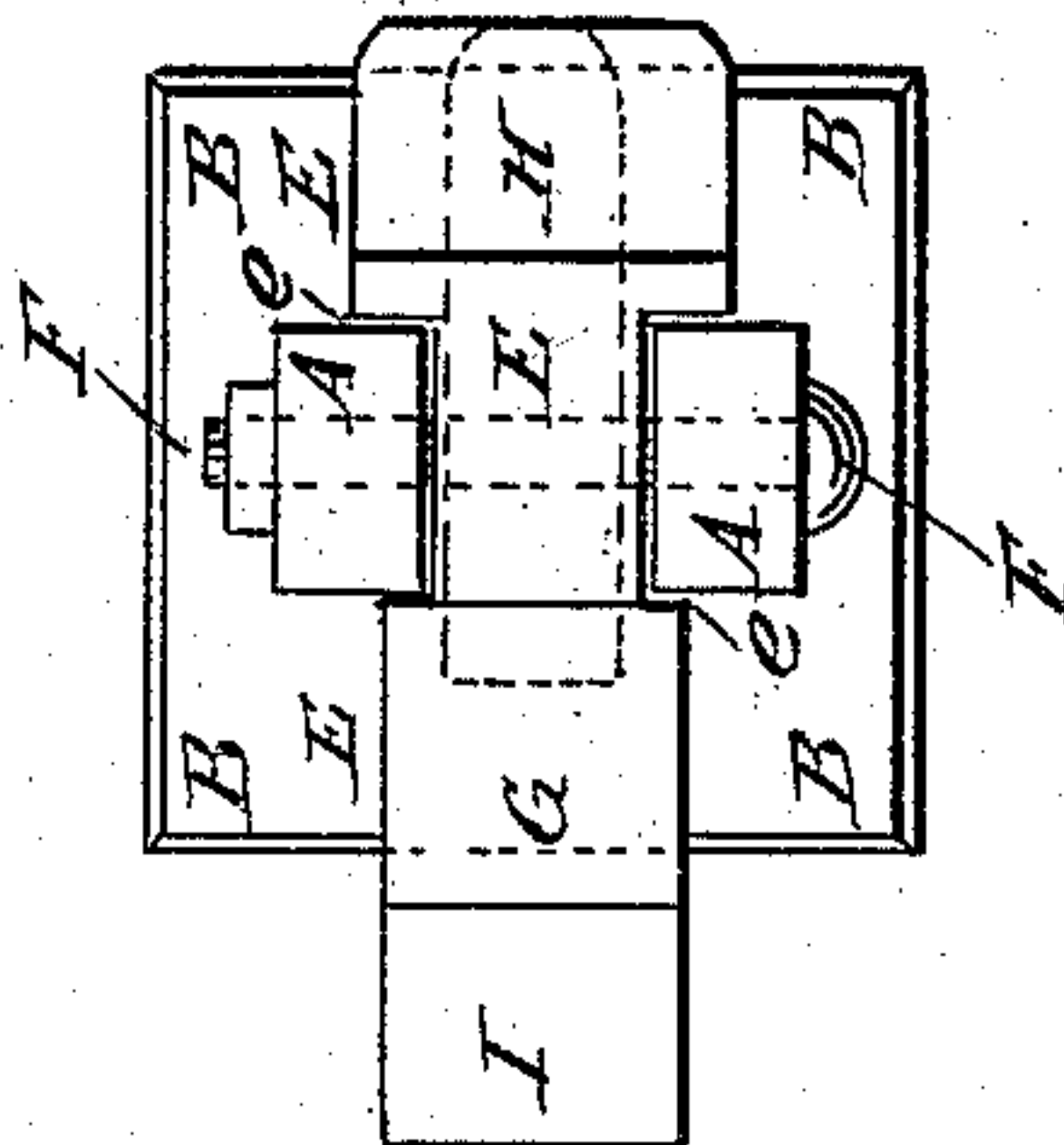
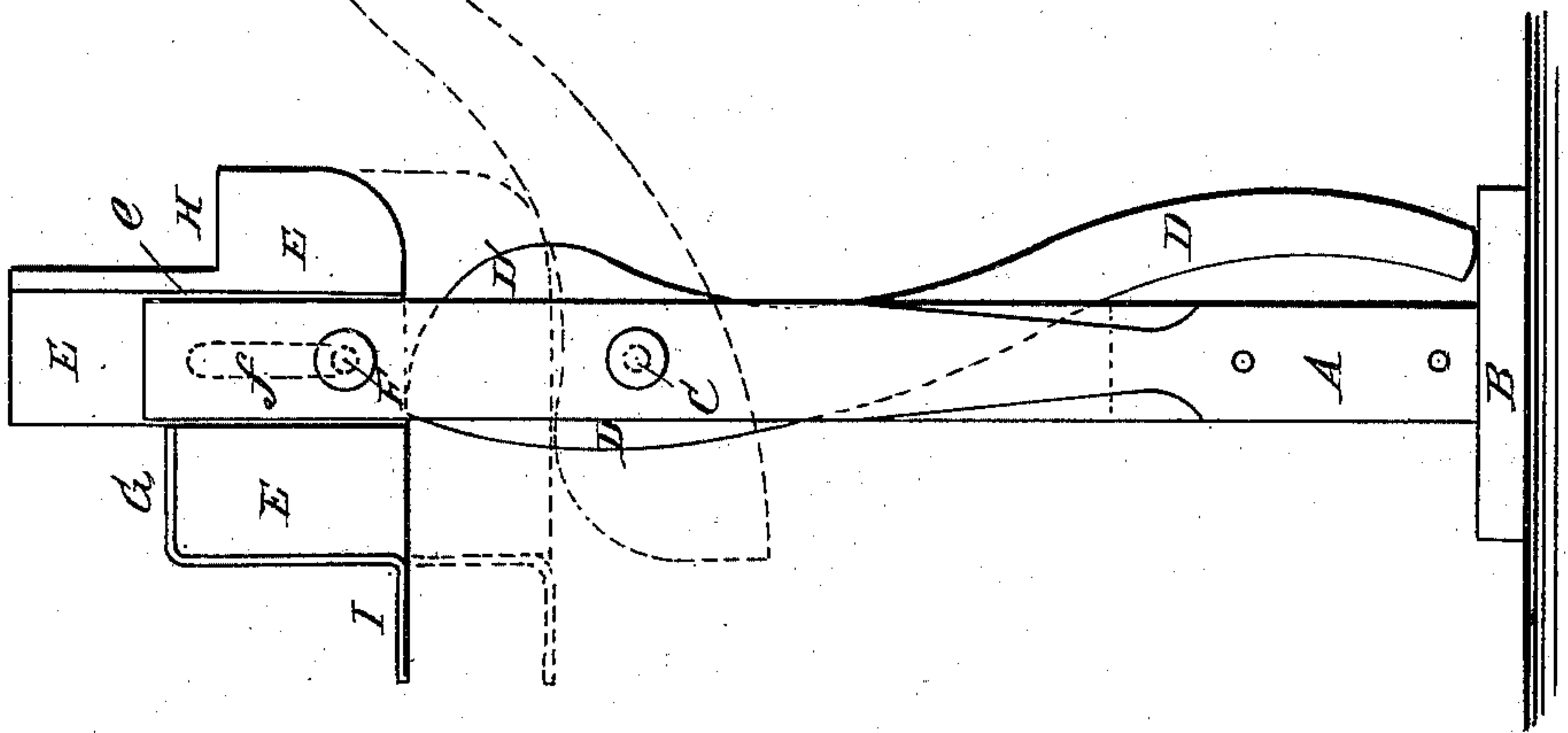


Fig. 1.



WITNESSES:

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

DANIEL S. WANAMAKER, OF RAMSEY'S, NEW JERSEY, ASSIGNOR TO
HIMSELF AND JOHN ACKERMAN, OF SAME PLACE.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 331,103, dated November 24, 1885.

Application filed October 8, 1885. Serial No. 179,309. (No model.)

To all whom it may concern:

Be it known that I, DANIEL S. WANAMAKER, of Ramsey's, in the county of Bergen and State of New Jersey, have invented a new and useful Improvement in Wagon-Jacks, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of one of my improved wagon-jacks. Fig. 2 is a front elevation of the same. Fig. 3 is a plan view of the same.

The object of this invention is to provide wagon-jacks simple in construction and convenient in use, and which can be used in a contracted space.

The invention consists in the construction and combination of the various parts of the wagon-jack, as will be hereinafter fully described and then claimed.

A represents the standard, which is slotted from its upper end to or nearly to its lower end. The lower end of the standard A is rigidly attached to a base, B, which is made of such a length and breadth as will give a firm and stable support to the said standard. To the standard A, a little above its center, is pivoted, by a bolt, C, a lever, D, which is placed within the slot of the said standard. Upon the short arm of the lever D is formed a cam, D', upon which rests the head-block E. The head-block E is placed in the slot of the standard A, and has grooves *e* in its opposite sides to receive the parts of the said standard, and prevent the said head-block from tilting as it is moved up and down and cause it to move up and down vertically.

The movement of the head-block E is limited by a bolt, F, which passes through a hole in the parts of the said standard A and through a vertical slot, *f*, in the said head-block E, as indicated in dotted lines in Fig. 1.

The head-block E is raised and lowered by operating the lever-cam D', and the said cam is so formed that when the head-block E is fully raised the cam cannot be turned back by downward pressure upon the said head-block E.

The head-block E is formed with shoulders G H at different heights upon its front and rear sides, and to the upper shoulder, G, and the forward side of the lower part of the said head-block is secured a metal plate, I, the lower part of which, at or near the base of the said head-block, is bent forward into a horizontal position, as shown in Fig. 1, to form a shoulder or rest for use in raising a low axle, the top of the head-block being used when raising a high axle.

With this construction the head-block is provided with four rests for the axle to adapt the jack to be used with wagons having their axles at different heights from the ground.

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

1. In a wagon-jack, the combination, with the slotted standard A, of the lever-cam D D', pivoted to the said standard, and the sliding head-block E, having shoulders G H, of unequal height and lower than its top, and provided with a slot, *f*, to receive the bolt that limits its movements, substantially as herein shown and described.

2. In a wagon-jack, the combination, with the slotted standard, of the lever-cam pivoted to said standard and the sliding head-block having the plate provided with a horizontally-projecting lower part, said sliding block also having shoulders of unequal height and lower than its top, and a slot to receive the bolt that limits its movements, substantially as and for the purpose specified.

DANIEL S. WANAMAKER.

Witnesses:

ABRAM D. HICKS,
H. B. HAGERMAN.