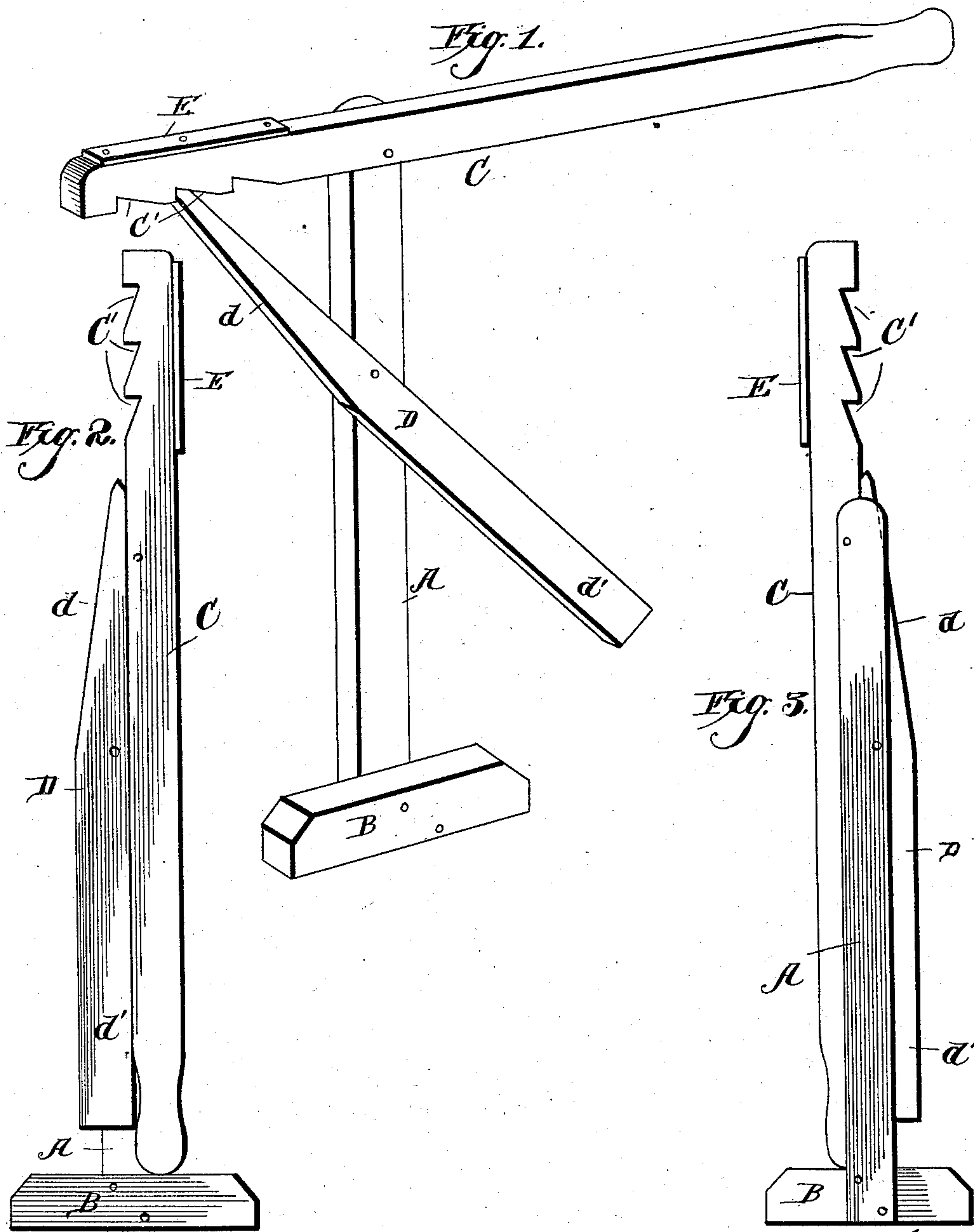


(No Model.)

W. R. ANDREWS.
LIFTING JACK.

No. 406,689.

Patented July 9, 1889.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM REYNOLDS ANDREWS, OF UNION CITY, TENNESSEE.

LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 406,689, dated July 9, 1889.

Application filed March 28, 1889. Serial No. 305,131. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM REYNOLDS ANDREWS, a citizen of the United States, residing at Union City, in the county of Obion and State of Tennessee, have invented a new and useful Lifting-Jack, of which the following is a specification.

The invention relates to improvements in lever lifting-jacks.

10 The object of the present invention is to produce a lifting-jack of simple and inexpensive construction, adapted to be folded up and made to occupy but small space when not in use.

15 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

20 In the drawings, Figure 1 is a perspective view of a lifting-jack constructed in accordance with this invention. Fig. 2 is a front elevation showing the relative position of the parts when folded together. Fig. 3 is a rear elevation, the parts being in the position shown in Fig. 2.

Referring to the accompanying drawings, A designates the standard of a lifting-jack, which is preferably constructed of wood or some other light material. The standard A is secured at its lower end to a suitable base B, and has pivoted to its upper end a lever C.

35 The short arm of the lever C is about half the length of the longer one; but it may be any length to suit the weight to be raised, and is provided along the lower edge with a rack C', that is designed to be engaged by a pivoted prop D, while the upper edge, which comes in contact with the axle of a carriage or wagon, is covered with a strip E of leather or other suitable material, which prevents that end of the lever being bruised or otherwise injured. The other end of the lever C has its corners rounded off to provide a handle for operating the device.

45 The prop D is pivoted about midway of its length, and has its upper end *d* pointed to engage the teeth of the rack C', the weight of the carriage or wagon keeping the prop D

in engagement with the rack C'. The upper portion of the prop D is gradually reduced in thickness from the pivot to the end *d* by cutting away the lower edge, which makes the other end *d'* much heavier, whereby the end *d* will be normally elevated, and when the parts are in position for use the said end *d* will be caused automatically to engage successively the teeth of the rack C' as the short arm of the lever is raised.

60 Instead of reducing the upper portion of the prop D, the same result may be accomplished by weighting the lower portion; and I desire it to be understood that I do not limit myself to the precise details of construction herein shown and described, as I may, without departing from the spirit of my invention, make various minor changes therein.

The lever C is pivoted near one side of the standard A, and the prop D is pivoted near the opposite side, and when the jack is not in use the parts will assume the vertical position illustrated in Figs. 2 and 3 of the drawings, and will be retained in that compact position by reason of the lower ends of the lever and the prop being heavier than the upper ends.

75 From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will readily be seen.

Having thus described the invention, I claim—

1. In a wagon-jack, the combination of a standard, the lever pivoted to the upper end of the standard and provided upon the under side of the short arm with a rack, and a prop pivoted to the standard and adapted to engage automatically said rack intermediate of its ends, substantially as described.

2. In a wagon-jack, the combination of the standard, the lever pivoted at the upper end of the standard and provided with a rack, and the prop pivoted to the standard and having its upper portion gradually reduced in thickness, the longer and heavier arms of said lever and prop being on the same side of their points of pivotal connection to the standard, substantially as and for the purpose described.

3. In a wagon-jack, the combination of the

standard secured to a suitable base, the lever
pivoted to the upper end and to one side of
the standard and provided with a rack, and
the prop pivoted near the opposite side of the
5 standard, whereby the parts are adapted to
be folded compactly together, substantially
as described.

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

WILLIAM REYNOLDS ANDREWS.

Witnesses:

W. E. GRIGSBY,
JNO. L. GODWIN.