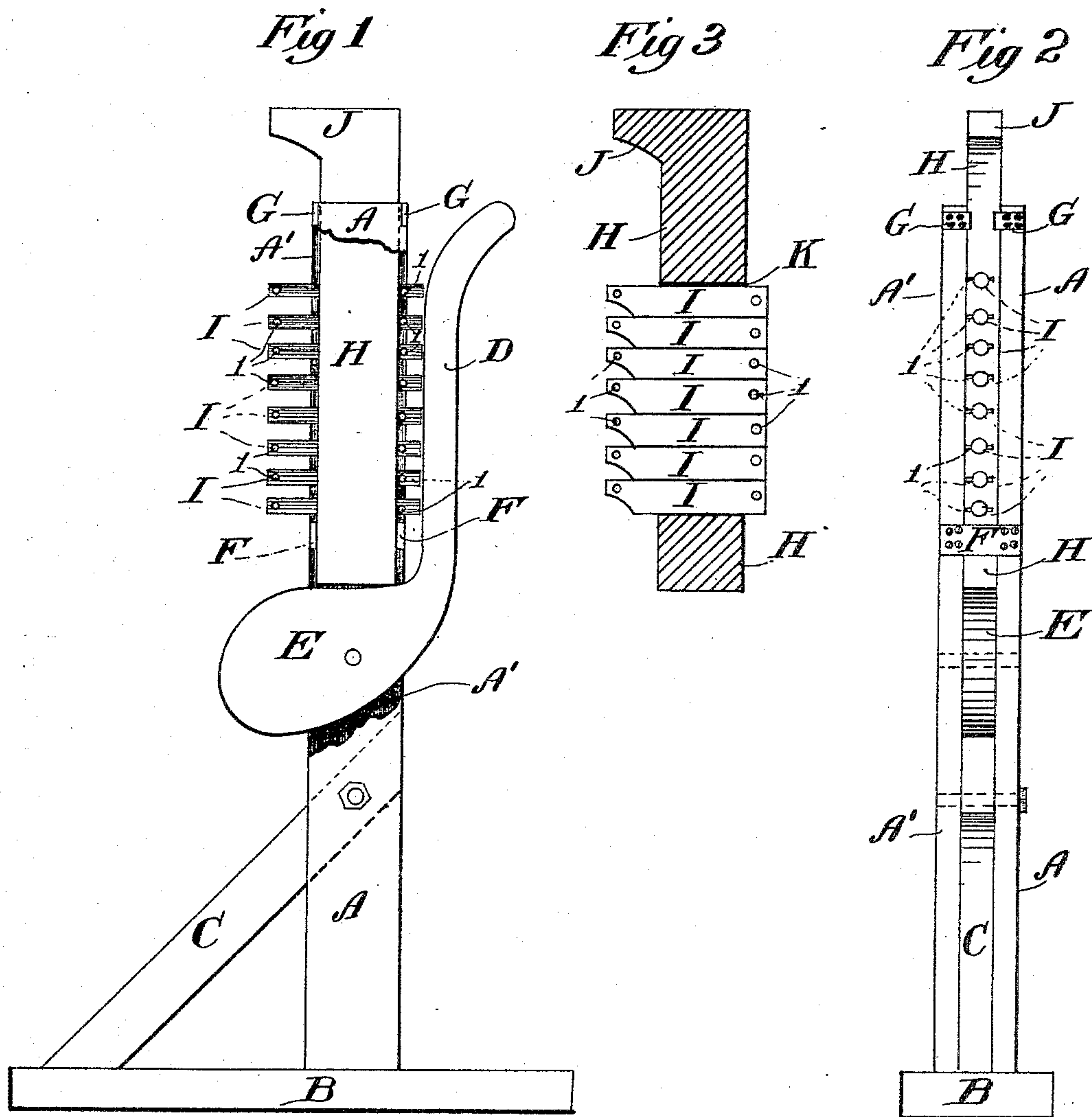


(No Model.)

A. P. MILLSPAUGH.
WAGON JACK.

No. 411,927.

Patented Oct. 1, 1889.



Witnesses
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UNITED STATES PATENT OFFICE.

ANDREAS P. MILLSPAUGH, OF BRIDGEPORT, CONNECTICUT.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 411,927, dated October 1, 1889.

Application filed February 6, 1889. Serial No. 298,797. (No model.)

To all whom it may concern:

Be it known that I, ANDREAS P. MILLSPAUGH, a citizen of the United States, residing at Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Wagon-Jacks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has reference to certain new and useful improvements in the construction of wagon-jacks, and has for its object to provide a jack which shall be automatically adjustable to any height of axle; and with these ends in view my invention consists in the details of construction and combination of elements, such as will be hereinafter fully set forth, and then specifically designated by the claims.

In the accompanying drawings, Figure 1 is a side elevation of a wagon-jack provided with my improvement, one of the uprights being broken away; Fig. 2, a front elevation, and Fig. 3 a detail elevation, of a slide-lift provided with a slightly-modified form of pin-supports.

Similar letters denote like parts in the several figures.

The frame of my improved jack is formed by two uprights A A', projecting upward from a base B, with a cross-brace C extending from said base and bolted to said uprights between the same.

D is the operating-lever, the inner end of which is formed into a cam E, which is pivoted between said uprights.

F are side plates secured to opposite sides of the uprights, so as to bridge the space between the latter, and also to brace the same effectually.

G are also side plates, which are secured to said uprights at the top, but extend only part way across the space between the latter, for the purpose presently explained.

H is a slide-lift, which is located in the space between the uprights and is confined therein by the plates F G. The lower end of this lift rests against the cam E, while the lift itself is free to move up and down.

I are pins extending transversely through said lift and adapted to slide freely there-through, and I are cross-pins in the ends of said pins I, to prevent the latter from dropping out of the lift.

The plates F bridge the space between the uprights at a point beneath the lowest pin I, so that it will be clearly seen that said plates cannot interfere with said pins when the slide is elevated or lowered, and the space between the plates G is sufficient to afford ample clearance to said pins when the lift is operated. Any number of these pins I may be used, and in normal position they project beyond the front of the jack between the uprights, the operating-lever D in its normal or elevated position being in abutment with the rear ends of said pins.

The operation of my improvement is as follows: As the jack stands on the floor or ground, it is pushed against the axle of the vehicle to be lifted, the result being that said axle will strike one or more of said pins and force them back. The lever is now depressed, thereby lifting said axle through the medium of the pin, which extends immediately beneath the axle. When the lever is elevated to lower the axle and the jack withdrawn from contact therewith, the weight of the slide-lift will return the lever to normal position, said lever thereby striking the displaced pin or pins and throwing them forward to normal position.

An axle-support J may be provided at the top of the lift, if desired, to accommodate very high axles, and also to afford a neat and finished appearance to the jack.

In Fig. 3 I have shown the pins resting immediately upon each other within a longitudinal chamber K in the slide-lift, this construction being very advantageous where it is necessary that the pin-supports should be heavy and very strong.

I claim—

1. In a wagon-jack, the combination, with a vertically-movable slide-lift, of a vertical series of pin-supports extending freely through said lift to a plane beyond the front of said jack, substantially as set forth.

2. The combination of the slide-lift having movable pin-supports extending transversely therethrough, and the operating-lever, the

lower end whereof supports the lift, while the handle in normal position abuts against the rear ends of said pins, substantially as shown and described.

- 5 3. The combination of the uprights, the operating-lever pivoted between said uprights, the plates F, which bridge the space between said uprights, the plates G, secured to said uprights at the upper end thereof and extended only part way across said space, the
10 slide-lift between said uprights and confined therein by said plates, the pins I, extending

in a vertical series loosely through said lift from front to rear, the cross-pins J within the front and rear ends of said pins I, and the cam- 15 lever pivoted between said uprights and supporting the slide-lift, substantially as and for the purposes hereinbefore set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ANDREAS P. MILLSPAUGH.

Witnesses:

S. S. WILLIAMSON,
R. H. PETTIT.