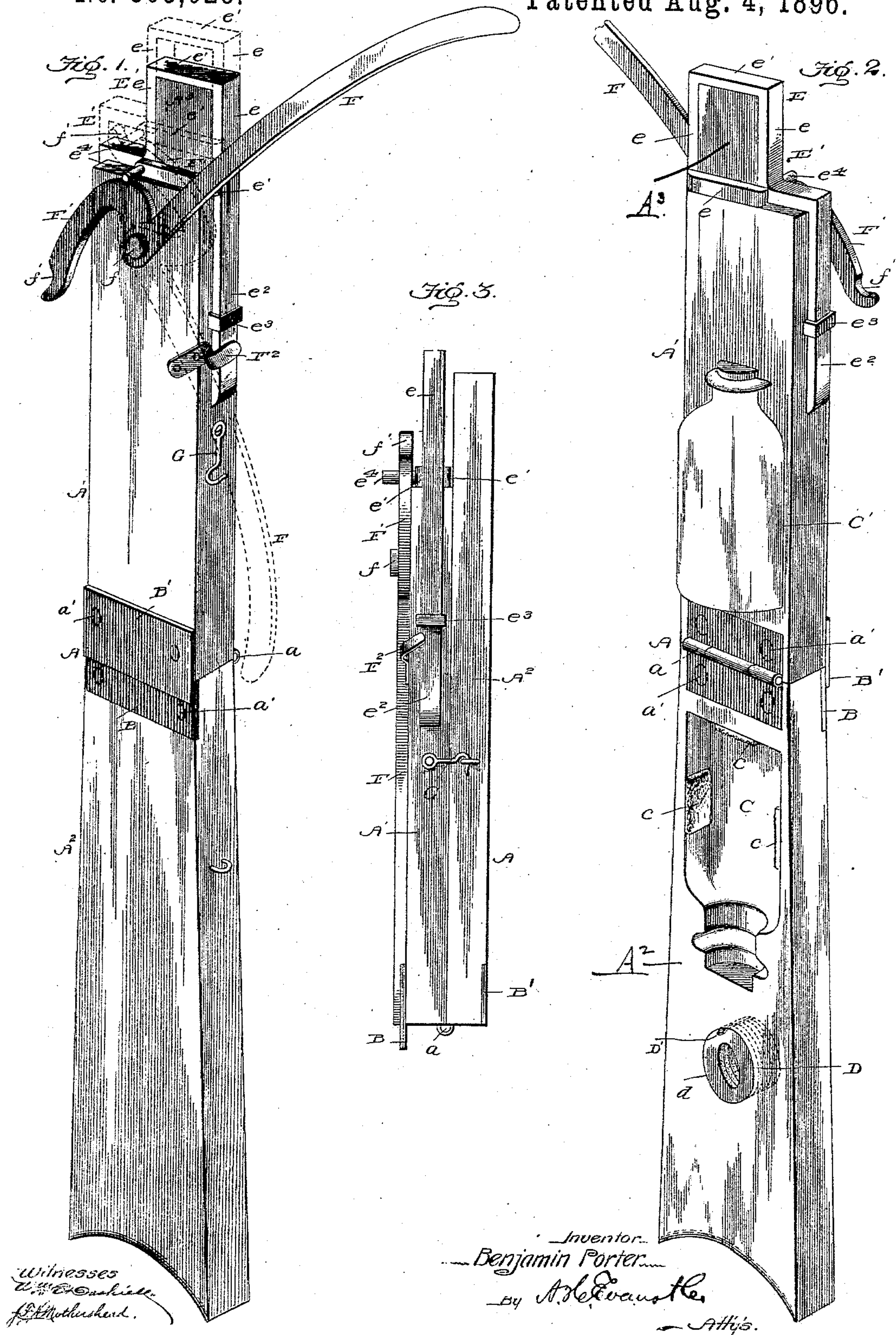


(No Model.)

B. PORTER.  
BUGGY JACK.

No. 565,028.

Patented Aug. 4, 1896.





# UNITED STATES PATENT OFFICE.

BENJAMIN PORTER, OF ELLENDALE, NORTH DAKOTA.

## BUGGY-JACK.

SPECIFICATION forming part of Letters Patent No. 565,028, dated August 4, 1896.

Application filed October 10, 1895. Serial No. 565,230. (No model.)

*To all whom it may concern:*

Be it known that I, BENJAMIN PORTER, a citizen of the United States, residing at Ellendale, Dickey county, North Dakota, have invented certain new and useful Improvements in Buggy-Jacks, of which the following specification contains a full, clear, and exact description, reference being had to the accompanying drawings, forming part thereof, in which—

Figure 1 is a perspective of the improved jack ready for operation. Fig. 2 is a similar view from the opposite side, and Fig. 3 is an edge view of the jack with the parts folded.

My invention relates to that class of lifting-jacks known as "buggy-jacks."

The object of the invention is to provide a jack which may be folded or collapsed so as to occupy but little space, in order that it may be carried in the buggy-box and be entirely out of the way.

A further object is to provide a sectional folding jack capable of containing a bottle or vessel of oil, washers, &c., between its two sections when folded.

A further object is to render the standard incapable of folding when placed in its extended or unfolded position under the vehicle in position for use; also to provide a simple and effective lifting mechanism.

The invention will first be described, and then specifically pointed out in the claims.

A represents the folding or collapsible standard or post, formed of the two sections A' A<sup>2</sup>, the inner ends of which are connected together by a hinge *a*, so that they may be swung apart or folded together. The bolts *a'*, which secure the hinge-leaves to the sections A' A<sup>2</sup>, also secure metallic plates B B' to the opposite sides of said sections to strengthen them and prevent splitting, the plate B' projecting at its outer edge across the joint when the sections are swung into longitudinal alignment, and thereby bracing and strengthening the joint when the weight of the vehicle rests on the jack.

C C' are recesses in the inner faces of the sections A' A<sup>2</sup>, which are shaped to receive a bottle of oil, as shown in the drawings, or they may be shaped to receive an oil-can, if desired. These recesses will register when the sections

are folded, and inclose the oil vessel and protect it from injury. To protect the oil-bottle from rattling or breaking, I also provide the recesses C C' with pieces of felt or other soft fabric *c*.

D represents a washer-receptacle formed in the section A<sup>2</sup>, and the washers *d* are held therein frictionally by a spring D', secured to one side of the receptacle.

The upper end of the section A' is provided at one corner with a reduced extension A<sup>3</sup>, which really forms a guide-post, and on this is mounted to slide the lifting-frame E. The lifting frame or slide E slides freely up and down on the guide-post A<sup>3</sup>, and it is held from lateral movement by its vertical and horizontal members *e e' e'*, while said frame or slide is further guided by its depending legs *e<sup>2</sup> e<sup>2</sup>*, that pass through staples or guides *e<sup>3</sup> e<sup>3</sup>* on the section A'.

One side of the lifting-slide E is provided with the step-forming recess or angle E' to receive the vehicle-axle. At the angle formed by the vertical and horizontal walls of this recess E' a bearing-pin *e<sup>4</sup>* is placed to receive the upward thrust of the lifting-lever F. This lifting-lever is pivoted by its pivot *f* to the outer face of the section A', near the upper end thereof, and is provided at its upper end with a cam F', the outer curved edge of which engages the pin *f*, so that when the lever is forced down from an approximate horizontal position its cam will bear upwardly on the pin *e<sup>4</sup>* and raise the slide E and whatever rests thereon. When the lever has been forced down till the notch *f'* in the outer end of the cam comes into alinement with the pin *e<sup>4</sup>* and pivot *f*, then the lever will remain in this position. To prevent the lifting-lever from being accidentally released, however, should the jack be jarred or the lever be accidentally struck, I provide a spring-catch F<sup>2</sup>, which will snap into engagement with its handle or lower portion and hold it in place.

When the jack is to be put away, the slide E is raised and the lever F swung inward till its cam passes from under the pin *e<sup>4</sup>*, when the slide may be moved down. The sections A' A<sup>2</sup> will then be folded together and locked by a hook G or other fastening.

The jack, while especially adapted for bug-



gies or light vehicles, may of course be made heavy and strong enough for wagons and carts.

Having thus described the invention, what is claimed is—

1. A buggy-jack, formed in sections hinged together at one end to fold face to face, or be swung apart into longitudinal alinement, and provided with registering recesses in the inner faces of its two sections; said recesses being shaped to correspond to the contour of and snugly receive an oil vessel, and means for locking the sections together to hold the oil vessel in place, substantially as described.

2. A lifting-jack, formed of two sections adapted to fold face to face or be extended into longitudinal alinement, the upper end of the upper section being reduced to form a guide-post, a lifting frame or slide mounted on said extension and having depending legs extending through guide-loops, a pin projecting from one side of said frame or slide, a lifting-lever pivoted to the outer side of said upper section and having a cam on its upper end bearing against said pin and provided with a recess at its free end to receive the pin, and means for holding the lever against displacement after the frame or slide has been raised, substantially as set forth.

3. A lifting-jack formed of two sections hinged together at one end to fold face to face

or be swung apart into longitudinal alinement; the upper end of the upper section being reduced to form a guide-post, a lifting frame or slide mounted on said post and having a lateral pin or stud on one side, a lifting-lever pivoted to the outer side of said section with its pivot in vertical alinement with said pin or stud, and having a cam on its upper end bearing on said pin or stud and having a recess at its free end to receive said pin, and a catch to engage the lever below its axis, substantially as set forth.

4. A buggy-jack comprising two sections hinged together to fold face to face, and having registering recesses in their inner faces forming an oil-vessel receptacle; the outer end of one section being reduced, an external lifting frame or slide mounted upon said reduced outer end, and provided with a lateral pin on one side, and a lever pivoted to the outer side of the said section and having a curved or cam-like upper end engaging the said pin; said lever lying when not in use upon the outer face of the section to which it is pivoted and between the side edges thereof, substantially as described.

Ellendale, North Dakota, October 7, 1895.

BENJAMIN PORTER.

Witnesses:

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GEO. MERCHANT.