(No Model.)

C. T. JANDRO.

WAGON JACK.

No. 602,259. Patented Apr. 12, 1898.

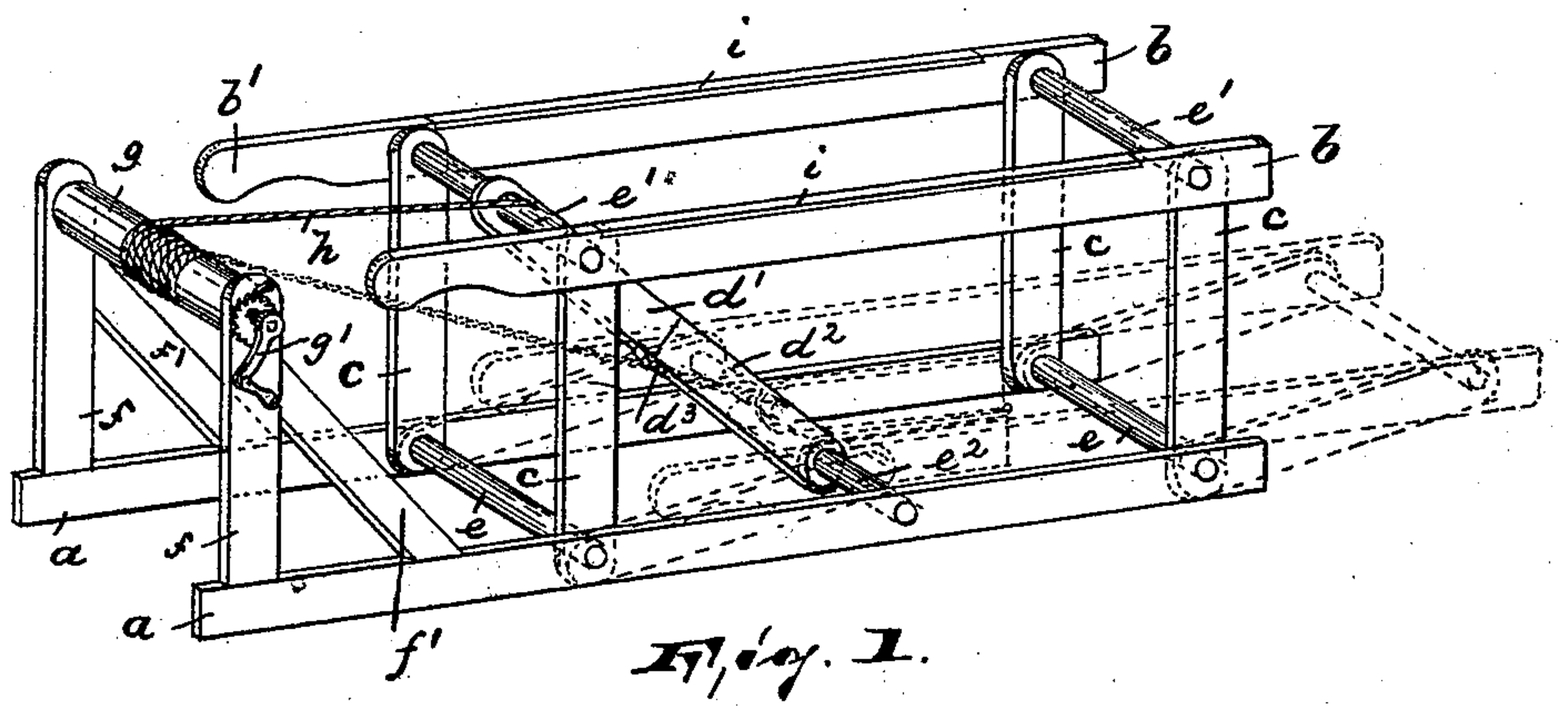

Fig. 1.

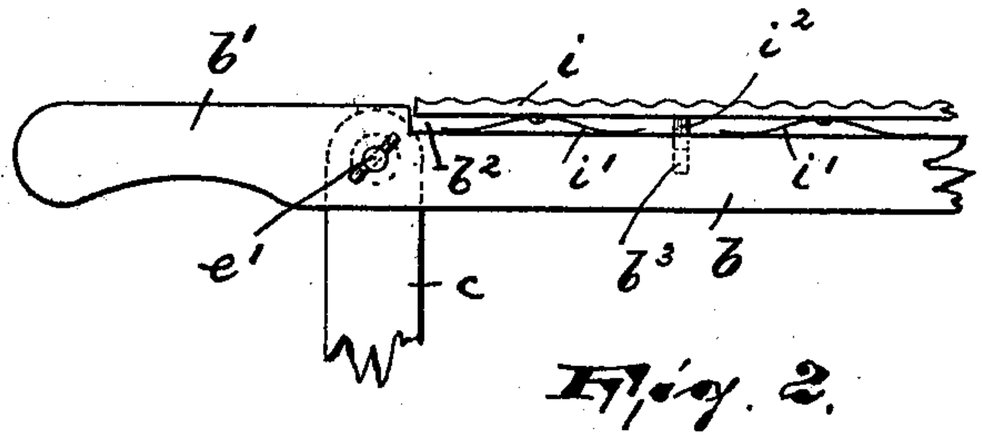

Fig. 2.

WITNESSES:

Wm. D. Bell.

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UNITED STATES PATENT OFFICE.

CHARLES T. JANDRO, OF PATERSON, NEW JERSEY.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 602,259, dated April 12, 1898.

Application filed July 12, 1897. Serial No. 644,169. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. JANDRO, a citizen of the United States, residing in Paterson, county of Passaic, and State of New Jersey, 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide a wagon-jack by means of which the whole vehicle can be raised from the ground, which will be found of great advantage, especially in livery-stables and blacksmith and paint shops, of simple, strong, and durable construction, reliable in operation, and easily handled.

The invention consists in the improved wagon-jack, in its connection with the mechanism for operating the same, its antijarring means, and in the combination and arrangements of the various parts, substantially as will be hereinafter more fully described and finally embodied in the claim.

In the accompanying drawings, Figure 1 is a perspective view of my improved wagon-jack, and Fig. 2 an enlarged detail view of a portion of one of the lifting-beams embodying a slight modification.

In said drawings, *a a* represent the sills or base-beams, and *b b* the lifting bars or beams, strengthened and held in proper relative position by means of the rods *e e* and *e' e'*, respectively, and pivotally connected together by means of the links *c c*, all of usual and well-known construction.

Secured to the sills *a a* and between the strengthening-rods *e e* is arranged a rod e^2, on which is fulcrumed the lower section d^2 of the jamb or locking-link, the upper section *d'* of which is fulcrumed on the front rod *e'* of the lifting bars or beams *b*. Said sections *d'* and d^2 are hinged together, as at d^3, and are so arranged that when the wagon-jack is in operative position the jamb or locking-link prevents said jack from collapsing.

On the front portion of the sills or base-beams are arranged the standards *f f*, strengthened by the braces *f' f'* and supporting a drum *g*, on which is coiled a rope or chain *h*, having its other end secured to the front rod *e'*, as shown.

The drum *g* is provided with a crank *g'* and is controlled by a pawl-and-ratchet arrangement, as any ordinary windlass.

The lifting beams or bars *b*, which are provided at their front portions with suitable handles *b'*, are also provided with elongated grooves or recesses b^2, engaged by flat or corrugated metal strips *i*, resting on a series of flat springs *i'* and guided by a series of pins i^2, arranged in suitable sockets b^3 of said lifting-beams, as clearly illustrated in Fig. 2 of the drawings.

It may be remarked that the metallic supporting-strips *i* can be directly secured to the top portion of the wooden lifting-beams *b*, and thus besides strengthening said beams protect the latter from becoming damaged when brought in repeated contact with the axles or the truck of a vehicle.

The jack is placed below the vehicle to be lifted, and the lifting-beams are then raised either by use of the handles *b'* or, when the vehicle is of heavy construction, by means of the windlass, as heretofore described. When the vehicle is again to be lowered, the sections of the locking-link or jamb are forced out of relative engagement, and the lifting-beams are allowed to return to their normal positions. The jar caused by having the lifting-beams engage the vehicle when the latter is to be raised is greatly reduced by the spring-controlled supporting-bars *i*, as will be manifest.

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

The combination with the lifting-bars of a wagon-jack of the character above described, said lifting-bars being provided with a series of vertical sockets, of a metallic strip on the

top portion of each of said lifting-bars, and longitudinally arranged thereon, a series of springs between each metallic strip and its respective lifting-bar, and a series of pins carried by said metallic strips and slidingly arranged in the said vertical sockets of the lifting-bars, substantially as and for the purposes described.

In testimony that I claim the foregoing I have hereunto set my hand this 7th day of July, 1897.

CHARLES T. JANDRO.

Witnesses:
ALFRED GARTNER,
WM. D. BELL.