

No. 667,468.

Patented Feb. 5, 1901.

C. J. SHIRREFF.
WAGON JACK.

(Application filed Nov. 13, 1899.)

(No Model.)

2 Sheets—Sheet 1.

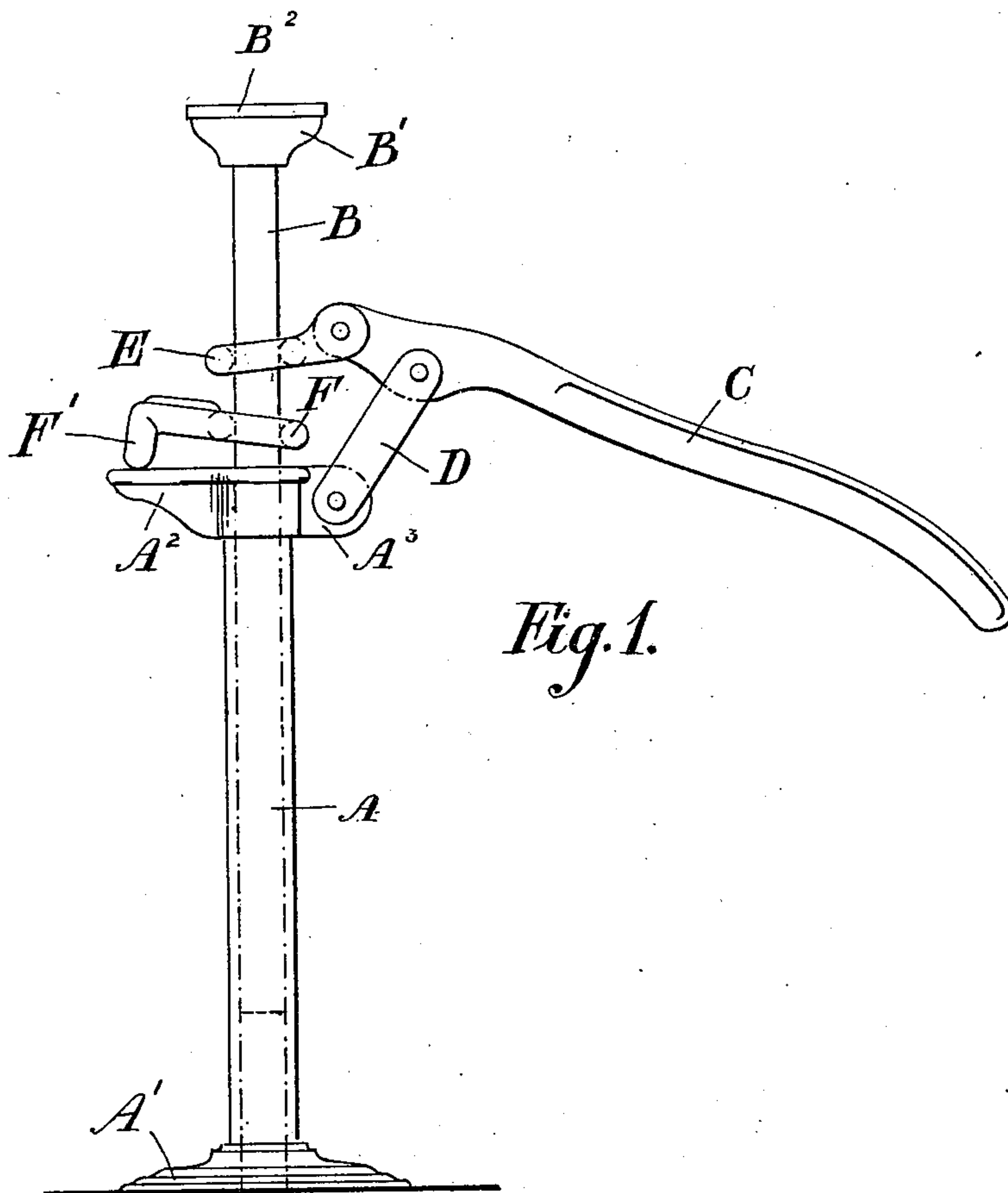


Fig. 1.

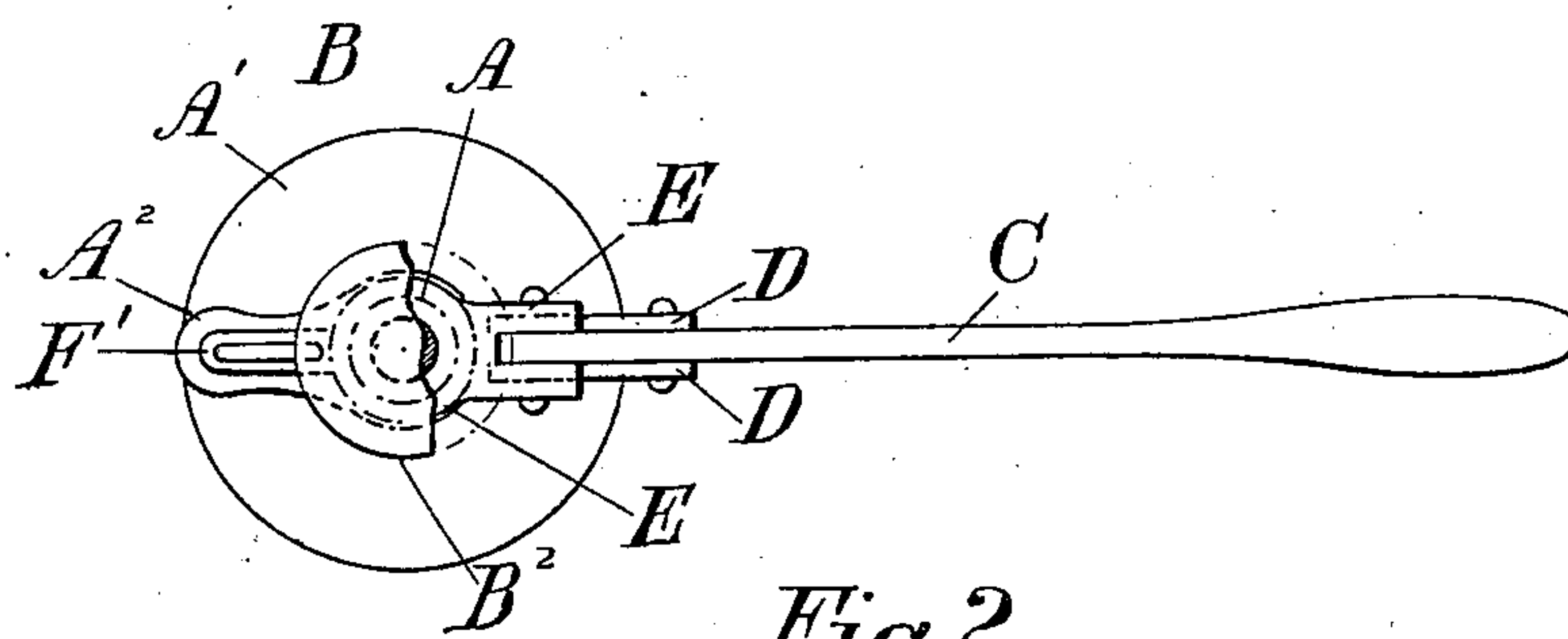


Fig. 2.

Witnesses:

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Inventor:
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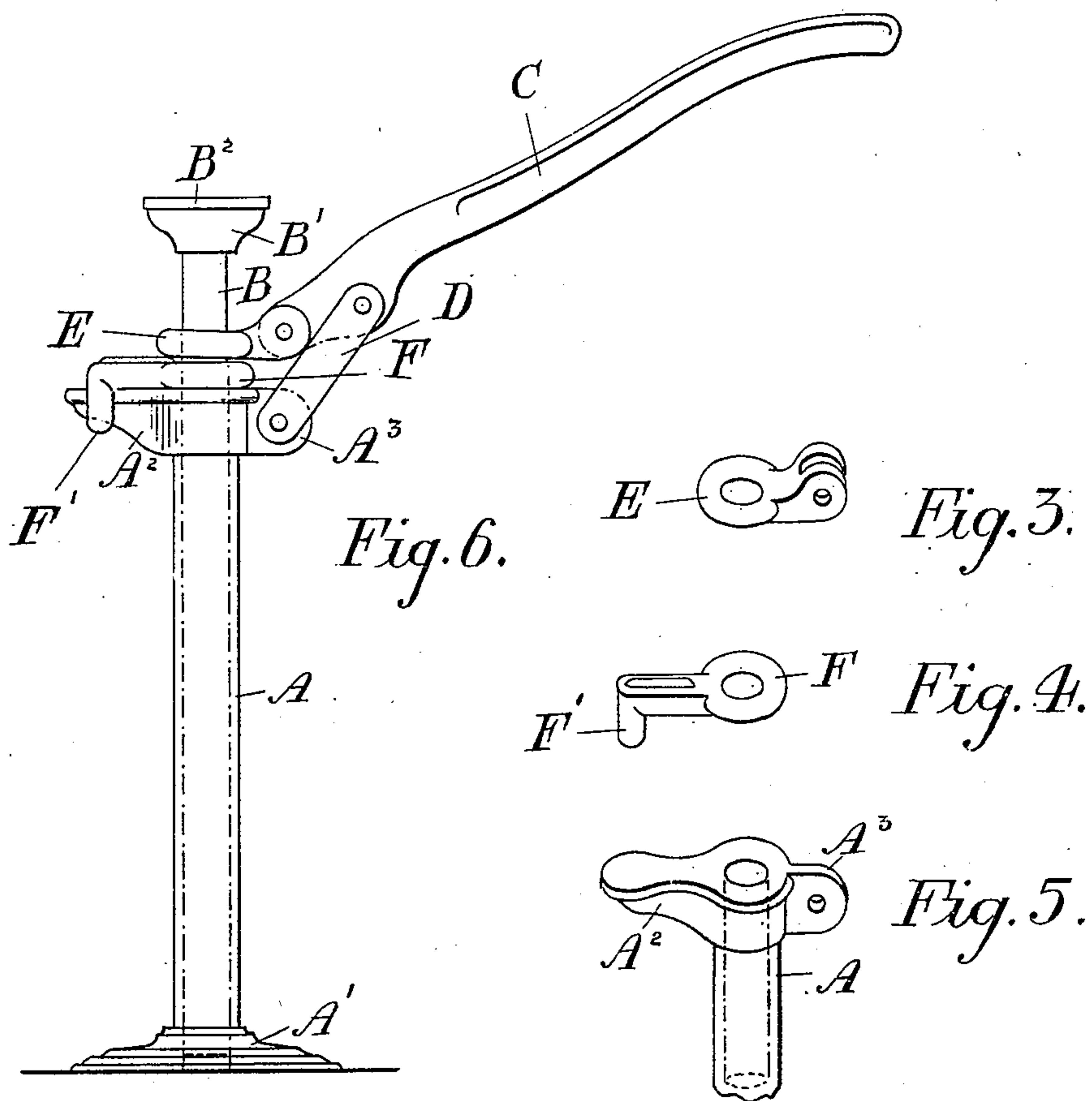
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Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES JAMES SHIRREFF, OF BROCKVILLE, CANADA.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 667,468, dated February 5, 1901.

Application filed November 13, 1899. Serial No. 736,855. (No model.)

To all whom it may concern:

Be it known that I, CHARLES JAMES SHIRREFF, a subject of the Queen of Great Britain, residing at Brockville, in the county of Leeds, in the Province of Ontario, in the Dominion of Canada, have invented a new and useful Wagon-Jack, of which the following is a specification.

My invention relates to a lever lifting-jack for raising wagons, carriages, &c., and has for its object to frictionally hold the lift bar or shaft step by step or automatically while operating the lever.

My invention consists of two gripping eyes or rings through which the vertically-operating lift-bar passes, and said eyes are rounded on the gripping-surface to insure the grip. The lifting-eye is hinged to the operating hand-lever, and the check eye or ring has an elbow projection which stands on a bracket at the top of the pipe-standard in which the lift-bar telescopes, said projection causing the eye to assume of itself an inclined position to grip the lift-bar by the downward pressure or gravity of said bar to hold the axle of the wagon at its elevated position, so that at every downstroke of the free end of the lever the upper or lifting ring or eye, which is connected thereto by a hinge-joint, raises the lift-bar, which afterward becomes disengaged on the upstroke of the lever. On the upstroke of the lever the check-eye will frictionally grip the lift-bar by reason of its gravity or pressure downward and hold the lift-bar from falling until the operation is repeated. The lift-bar is fully released by slightly depressing the free end of the lever to take off the pressure and then removing the elbow of the check-eye from the bracket to cause the check-eye to change from an inclined to a horizontal position and lie flatly and loosely upon the bracket, thereby permitting the lift-bar to slide freely through the check-eye when the grip of the lift-eye is released by raising the free end of the lever until both eyes meet, the impact releasing the lift-eye of its grip. The lift-bar will then fall by its own weight automatically.

Figure 1 is an elevation of my improved wagon-jack in the raised position as in use. Fig. 2 is a top view or plan of the same. Fig.

3 is a perspective view of the lifting ring or eye detached from the lever to show its shape. Fig. 4 is a perspective view of the check eye or ring detached from the lift bar or shaft. Fig. 5 is a perspective view of the top of the standard, the lift-shaft being removed to clearly show the bracket-bearing for the check ring or eye; and Fig. 6 is an elevation of the wagon-jack in the lowered position as not in use.

A is a pipe-standard provided with a base A' to stand on the ground, and said pipe-standard at the top is surrounded integrally by a bracket A², having a lug A³.

B is the lift-bar, vertical in operation and telescoping within said pipe-standard, and at top said bar is provided with the usual rest-block B' to bear the axle, &c., to be raised, and said block has a leather cap B² at the top.

C is a hand-lever, which is pivotally connected to lug A³ by a fulcrum-link D.

E is a gripping lift ring or eye having a bifurcated stud which receives the end of the lever and is connected thereto by a pintle. The interior of the eye or the face which comes in contact with the bar is rounded to insure a tight frictional grip on the bar B, which enters the eye.

F is a gripping check ring or eye having an elbow extension or lug F', and through said eye F the lift-bar B passes. When the check eye or ring F assumes an inclined position by placing the lug to bear upon the bracket A², as shown in Fig. 1, the eye will thereby be elevated off the bracket and rest against the lift-bar, whereby the eye will frictionally grip the lift-bar B and hold it from falling during the time the free end of the lever is raised to obtain a successive grip of the eye E upon the lift-bar B, so that the operation of the lever will raise the lift-bar and its load step by step, and by releasing the check-eye as aforesaid the lift-bar B will fall by its own gravity or imposed weight.

I claim as my invention—

A wagon-jack, comprising a pipe-standard A, having a bracket A², at top, a lift-bar B, telescoping into said standard, a lever C, fulcrumed to said bracket by a link D, a lift gripping-eye E, hinged to the shorter end of said lever, and a check gripping-eye F, having an elbow F', adapted to stand displaceable on

said bracket, said lift-bar passing through both eyes, whereby the check-eye F, will incline downwardly against said bar and the eyes alternately grip the bar when the lever
5 is operated, and when said elbow is displaced, its eye will lie on said bracket, and being loose, the lift-bar slides freely in it, and when the lift-eye is brought into contact with the check-eye by raising the free end of the lever, the
10 impact releases the grip of the lift-eye, and

the lift-bar slides in both eyes, by gravity, after use.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES JAMES SHIRREFF.

Witnesses:

HENRY T. H. MARSDEN,
W. H. CHAPMAN.