

No. 705,853.

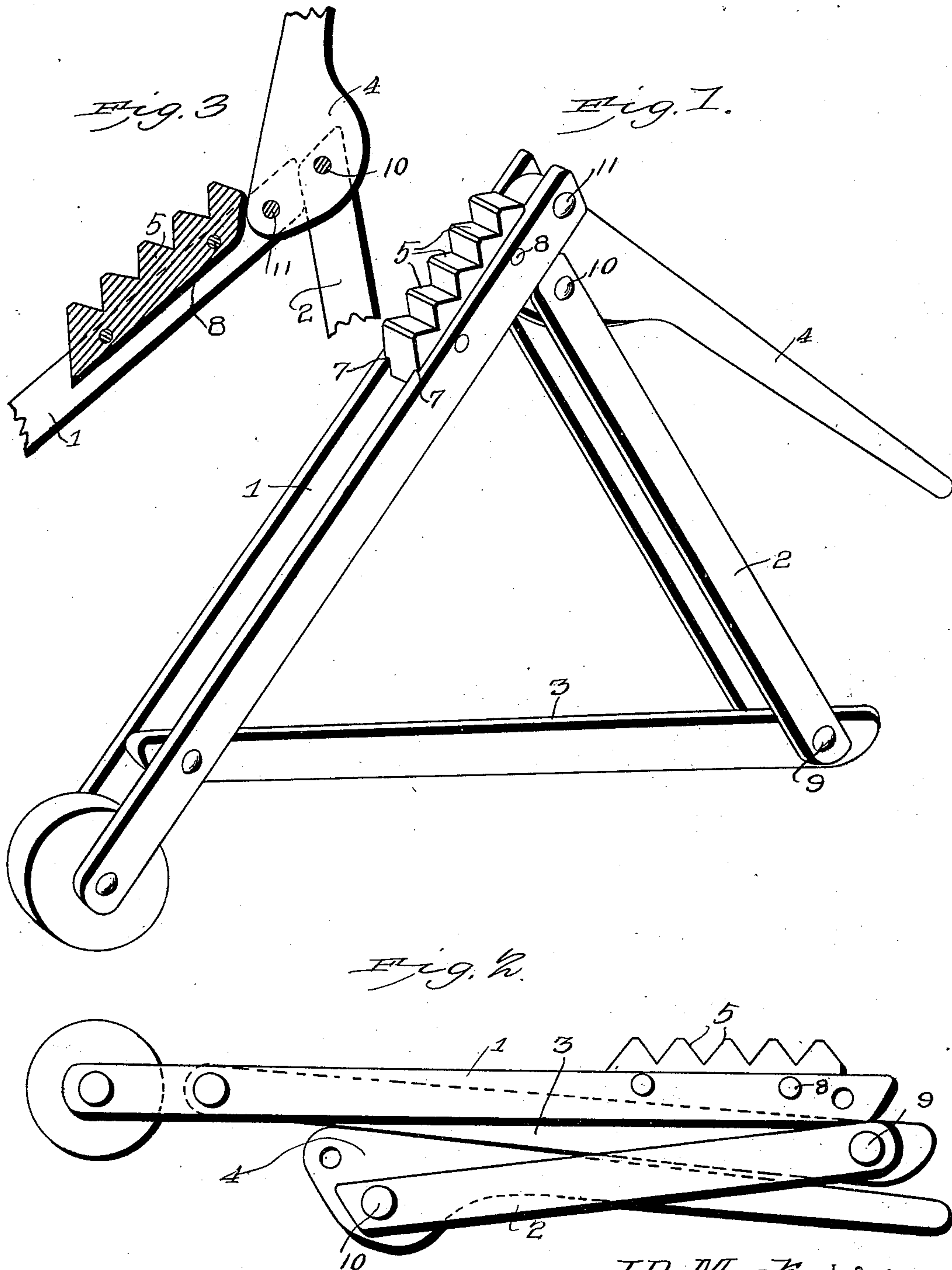
Patented July 29, 1902.

J. D. MACK.

WAGON JACK.

(Application filed Jan. 28, 1902.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

JOSIAH D. MACK, OF SALEM, NEW YORK.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 705,853, dated July 29, 1902.

Application filed January 28, 1902, Serial No. 91,628. (No model.)

To all whom it may concern:

Be it known that I, JOSIAH D. MACK, a citizen of the United States, residing at Salem, in the county of Washington and State of New York, have invented a new and useful Wagon-Jack, of which the following is a specification.

This invention relates to wagon-jacks.

The object of the invention is to provide a wagon-jack composed of but few number of parts, which are assembled in such manner as with the output of the minimum of power to exert the maximum of lifting force and in which the parts may be folded together in such manner as to occupy but small space when not in use.

With these and other objects in view, as will appear as the nature of the invention is better understood, the same consists in the novel construction and combination of parts of a wagon-jack, as will be hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which like numerals of reference indicate corresponding parts, there is illustrated one form of embodiment of the invention capable of carrying the same into practical operation, it being understood that the elements therein exhibited may be varied or changed as to shape, proportion, and exact manner of assemblage without departing from the spirit thereof, and in these drawings—

Figure 1 is a view in perspective, exhibiting the jack as it appears when in operative position. Fig. 2 is a view in side elevation, exhibiting the jack as it appears when folded up. Fig. 3 is a fragmentary detail view in section, showing more particularly the disposition of the step-plate with relation to the lifting-lever and lifting-leg.

Referring to the drawings, 1 designates the lifting-leg; 2, the fulcrum-leg; 3, the base-bar connecting said legs; 4, the lever, and 5 the step-plate.

The lifting-leg is composed of two pieces of wood held suitably spaced apart near their terminals by the base-bar 3 and the step-plate 5, thereby to prevent any binding of the legs upon the lever 4 and the sides of a wheel or roller 6, working between the lower terminals of the lifting-leg and operating, as usual, to

permit the lower end of the said leg to move forward when the lever is lifted to bring the step-plate under the axle of the vehicle and to move backward when the lever is pushed down to lift the vehicle. The step-plate 5 is reduced in width at that portion disposed between the members of the lifting-leg, presenting thereby two shoulders 7, which bear upon the upper edges of the said members and thereby relieve the bolts or screws 8, that hold the plate associated with said members, from unnecessary strain in the use of the device. The fulcrum-leg is also composed of two members, the lower terminals of which are pivoted at 9 to the base-bar and their upper terminals at 10 to the lever, the pivotal point of the said members with the lever being such that when the lever is depressed to the limit of its stroke the upper ends of the members of the fulcrum-leg will bear against the under edges of the members of the lifting-leg, as clearly shown in Fig. 1, and thereby constitute a rigid stop for limiting downward movement of the lifting-leg. The pivotal point 11, between the upper terminals of the lifting-leg and the lever, is disposed in such relation to that of the fulcrum-leg with the lever that an eccentric or cam movement is imparted to the lifting-leg on both motions of the lever, thereby causing the output of a small amount of energy to be effective in lifting a heavy weight.

It will be observed by reference to Fig. 3 that the step-plate 5 is of less width than that of the members of the lifting-leg, the purpose of this arrangement being to allow the base-bar to fold in between the members of the lifting-leg and lie approximately horizontal therewith when the jack is folded up and the parts are in the position shown in Fig. 2, to effect which it is only necessary to remove the bolt or pivot 11, then fold the lifting-leg down on the base-bar, and then turn the fulcrum-legs down and under the base-bar with the lever bearing thereagainst, and when the parts of the jack are thus folded up it may be carried from point to point with readiness and ease and, moreover, will facilitate packing in cases for shipment.

While the different parts of the device are herein described as being constructed of wood,

it is obvious that they may be constructed of metal, if desired, and still be within the scope of the invention.

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

A wagon-jack comprising a two-membered lifting-leg, a two-membered fulcrum-leg, a step-plate secured between the upper terminals of the members of the lifting-leg and
10 serving to hold the same properly spaced apart, a base-bar pivotally secured between the lower terminals of the lifting-leg, and the

fulcrum-leg, a wheel or roller carried by the lifting-leg, and a lever pivotally connected 15 between the upper terminal of the lifting-leg and the fulcrum-leg, substantially as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in 20 the presence of two witnesses.

JOSIAH D. MACK.

Witnesses:

M. L. SHELDON,
FREDERICK FRASER.