

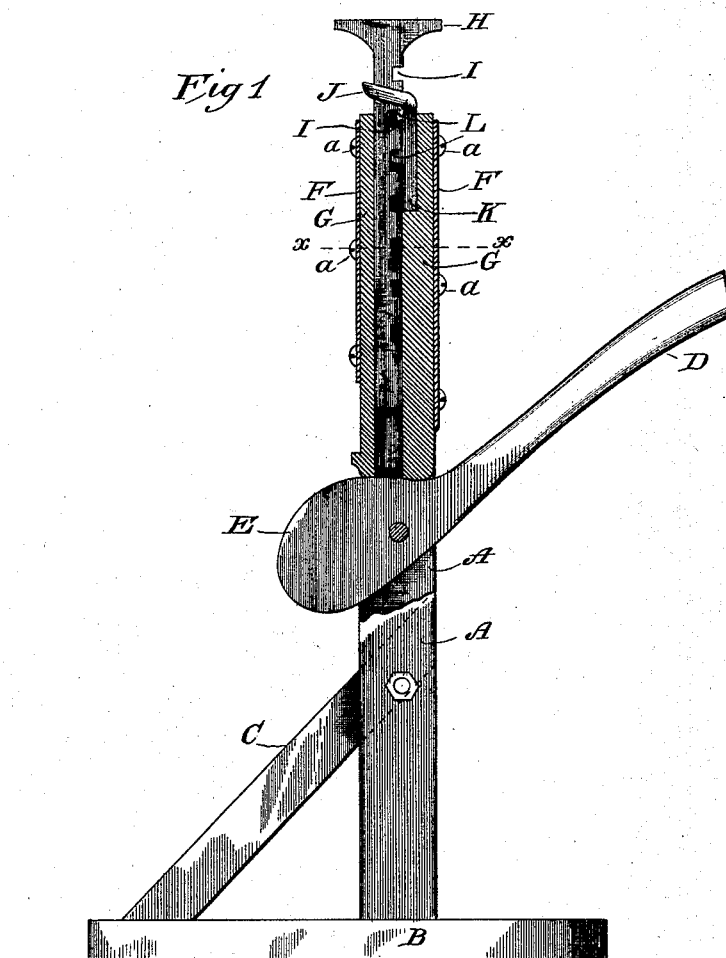
(No Model.)

A. P. MILLSPAUGH.

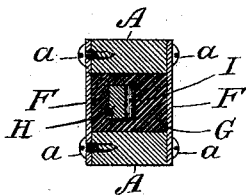
WAGON JACK.

No. 384,705.

Patented June 19, 1888.



*Fig 2*



Witnesses,  
*S. Williamson*  
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By *J. W. Smith*  
att'y.

# UNITED STATES PATENT OFFICE.

ANDREAS P. MILLSPAUGH, OF DARIEN, CONNECTICUT.

## WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 384,705, dated June 19, 1888.

Application filed March 22, 1888. Serial No. 262,076. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREAS P. MILLSPAUGH, a citizen of the United States, residing at Darien, 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 carriage and wagon jacks, and has for its object to provide such a device as shall be readily adjustable to the height of any ordinary axle, while at the same time great lifting-power is obtained without undue strain on the operating parts of the device; and with these ends in view my invention consists in the details of construction and the combination of elements hereinafter fully set forth, and then specifically designated by the claim.

Referring to the accompanying drawings, Figure 1 is a sectional elevation of my improvement, and Fig. 2 a section at the line  $x x$  of Fig. 1.

Similar letters denote like parts in both figures.

The frame of my improved jack is formed by two uprights, A, projecting upward from a base, B, and 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 by screws  $a$ , so as to bridge the space between the latter, thus forming a longitudinal chamber whose walls are the uprights and the side plates.

G is a slide-lift within said chamber and capable of a free vertical movement therein. The lower end of this lift rests against the cam E, while the body of the lift is hollow.

H is the axle-support, and is notched, as shown at I, and extends within the hollow lift G.

J is a yoke extending around said support and having a tail-piece, K, which latter has teeth L adapted to fit within the notches I.

In assembling the several parts of my improvement, the support is placed within the hollow lift, so that the yoke J rests against the top of said lift.

It should be mentioned that the yoke is wider than the diameter of the opening in the lift, and, therefore, it is obvious that if the teeth L are adjusted within the lowest notches of the support H, the abutment of the yoke against the lift will effect the highest normal position of said support. In other words, the support is normally lengthened or shortened by simply lowering or raising the normal position of the yoke which sustains said support.

The operation of my improvement is as follows: When the lever D is depressed, the cam E will operate to throw the slide G upward, thereby also elevating the support H, and when the lever is thrown upward the several parts will return to normal position by gravity.

Having thus described my invention, what I claim is—

In a wagon-jack, the combination, with a slide-lift adapted to be raised and lowered, of a notched axle-support interior of said lift, and a yoke supported by said lift and having teeth adapted to engage with said notches, whereby said yoke and support are secured together in various adjustments, 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,

F. W. SMITH, Jr.