

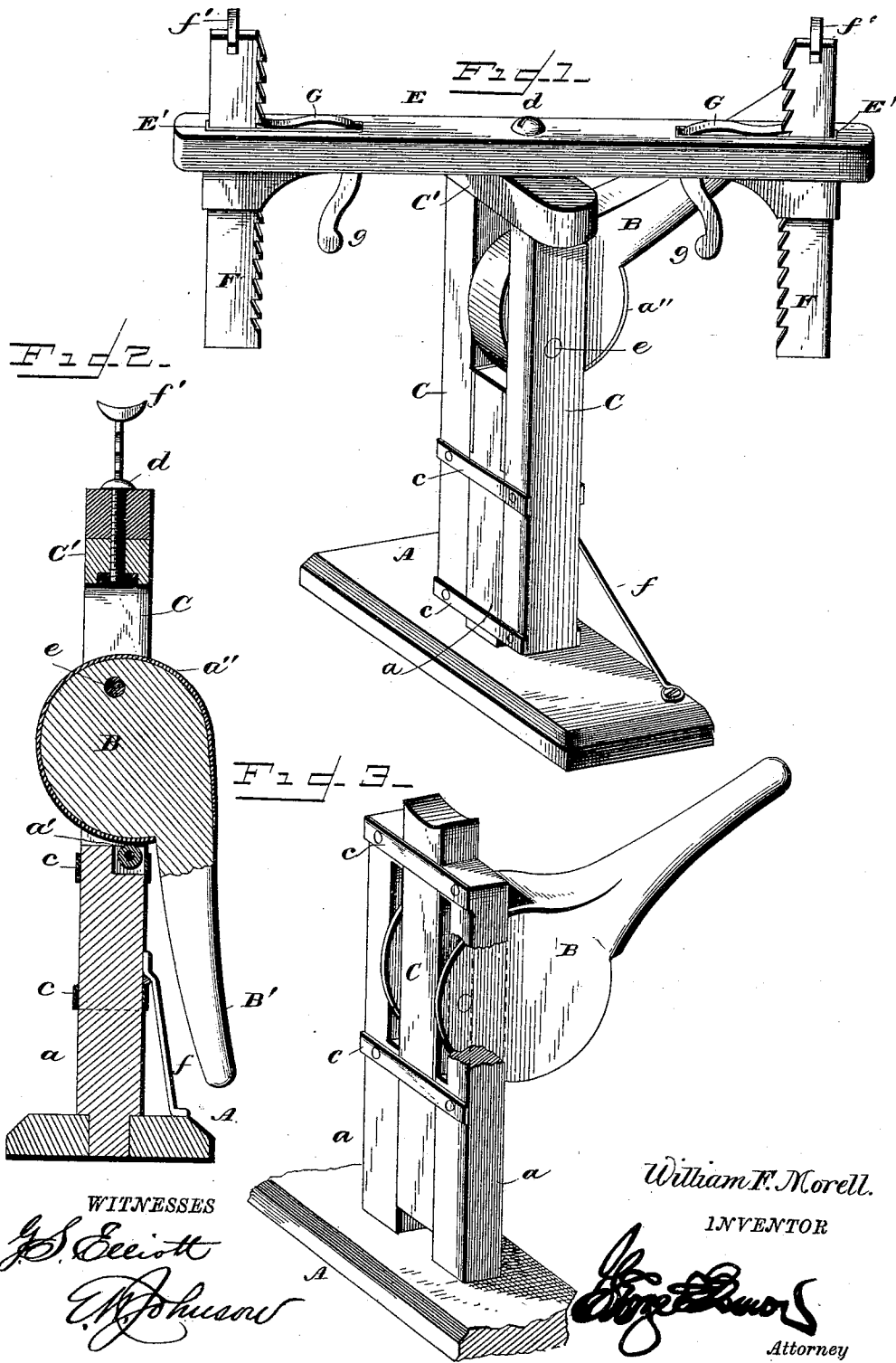
(No Model.)

2 Sheets—Sheet 1.

W. F. MORELL. LIFTING JACK.

No. 350,071.

Patented Sept. 28, 1886.



WITNESSES
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 Attorney

(No Model.)

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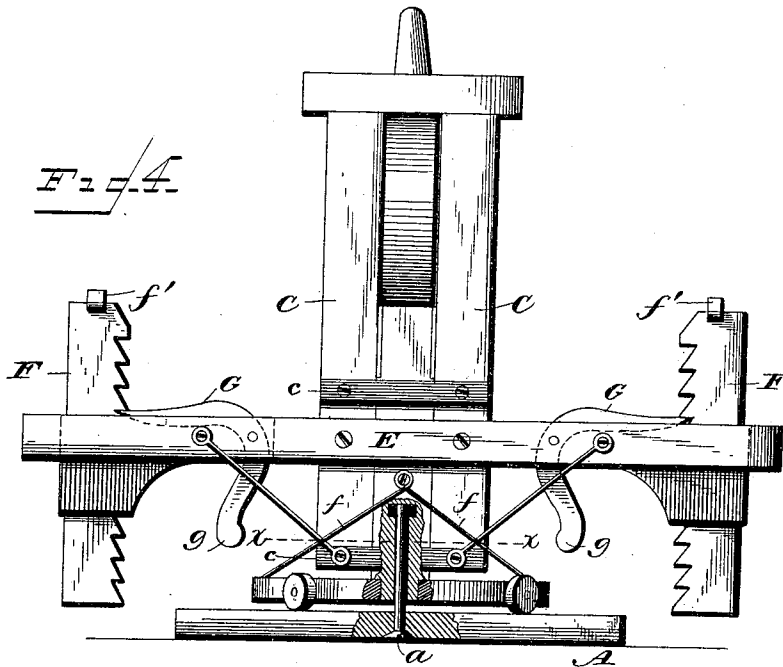
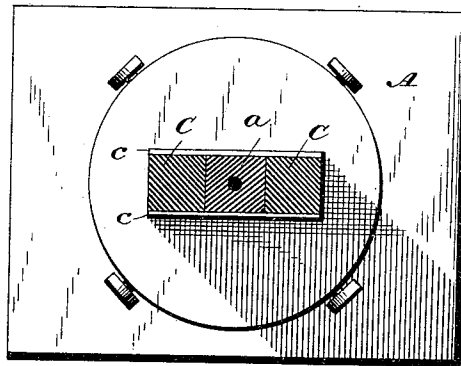


Fig. 5



WITNESSES

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UNITED STATES PATENT OFFICE,

WILLIAM F. MORELL, OF CUTOHOQUE, NEW YORK.

LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 350,071, dated September 23, 1886.

Application filed June 3, 1886. Serial No. 204,058. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. MORELL, a citizen of the United States of America, residing at Cutchogue, in the county of Suffolk and State of New York, have invented certain new and useful Improvements in Lifting-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 or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in lifting-jacks, the object of said improvements being to provide a lifting-jack which can be used for ordinary purposes, and also for lifting an axle, so as to hold both of the wheels elevated at the same time.

My invention consists in the construction and combination of the parts, as will be hereinafter fully set forth, and specifically pointed out in the claims.

In the accompanying drawings, which illustrate my invention, Figure 1 is a perspective view of a lifting-jack constructed in accordance with my improvements. Fig. 2 is a sectional view. Fig. 3 is a detail perspective view showing the axle-lifting device removed and a modification of the cam-lever. Fig. 4 is a side view showing the axle-lifting device applied to the lower portion of the lifting-jack; and Fig. 5 is a transverse sectional view through the line *x x* of Fig. 4.

A refers to the stationary base, which is provided with an upwardly-projecting bar or bars, *a*, which are rigidly attached thereto. The upwardly-projecting portion *a*, as shown in Figs. 1 and 2, is rigidly attached to the base, and is provided with a roller, *a'*, against which the metal-covered face *a''* of the cam-lever B will abut.

Adjacent to the central and upwardly-projecting portion, *a*, side pieces, C C, are secured, said side pieces embracing the stationary upwardly-projecting portion, and are secured thereto so as to slide therein by means of transverse slats *c c*. The upper portions of these vertical bars C C are connected to each

other by a transverse bar, C', which is provided with a central perforation, through which a screw, *d*, passes for attaching the main bar of the lifting device thereto. The cam-lever B, which is provided with a metallic face, *a''*, is eccentrically pivoted, by means of a transverse bolt or pivot-pin, *e*, to the movable side pieces, C C, in such a manner that when the handle B' of the cam-lever is depressed said side pieces will be elevated. The pivot *e* is located to one side of a vertical line with a roller, *a'*, so that when the lever is fully depressed it will be securely locked.

f refers to converging brace-bars, which are attached to the base A and to the central stationary upright portion, *a*. These bars *f* not only serve as brace-bars, but also prevent the vertical bars C C being removed from the base, as the lower strap *e* will limit the upward movement thereof. The upper cross-bar, C', may be recessed, so that a wagon axle or bar, E, will lie within said recess.

In Fig. 3 of the drawings I have shown a modification of my improvements, in which case the central bar is movable between the side pieces, which are rigidly attached to the base, said central movable portion having eccentrically attached thereto a lever with a central recess, the side portions of said recess abutting against the side pieces.

E refers to a horizontal bar, which is pivotally attached to the upper portion of the lifting-jack by means of the central bolt, *d*, said bar having its ends slotted, as shown at E', for the reception of ratchet-bars F, the ratchet-teeth thereof engaging with the pivoted dogs G, which are secured within the opposite end of the slot. The ratchet-bars F are provided at their upper ends with transverse bearing-blocks *f'*, which may be placed under the wagon-axle or other object which it is desired to elevate. The dogs G have downwardly-extending portions *g*, which are constructed so as to provide weighted handles, which will have a tendency to throw the pawls in engagement with the ratchet-bars F. When it is desired to elevate the ratchet-bars, they may be simply moved upward, and by swinging the handles of the locking-dogs inwardly they will be disengaged from the ratchet-teeth, so

that said bars can be readily moved downwardly. It will be noted that the bar E is pivotally attached to the lifting-jack, and when the device is used for lifting wagon-axles said bars may be swung upon said lifting-jack.

5 In Fig. 4 I have shown the bar E applied to the lower portion of a lifting-jack, instead of the upper portion, which is sometimes desirable in holding wagon-bodies at but a slight distance above the floor when the wheels are removed, so access can be easily had to the upper parts. When the bar E is attached to the lower portion of the lifting-jack, the same may be mounted on a rolling platform.

15 By means of the lifting-jack herein described the axle of a vehicle can be elevated, so as to raise both wheels from the ground at the same time by a single movement of the lever, and the same is especially adapted for general use, as well as for the use of carriage builders or painters, and as the bar E is pivoted to the lifting-jack the ends can be swung around, so as to bring them in convenient position, so that the ratchet-bars can be adjusted to the proper height.

25 I claim—

1. In a wagon-jack, the combination of the movable portion, to which is pivotally attached a cam-lever, a horizontal bar, E, attached to the movable portion of the lifting-jack and provided at its ends with slots, within which are located pivoted locking-dogs and adjustable ratchet-bars, substantially as shown, and for the purpose set forth.

2. In combination with a lifting-jack, a device for supporting wagon-axles, consisting of a horizontal bar, vertical adjustable bars F, with ratchet-teeth, and gravity-dogs for holding said bars in place, substantially as shown, and for the purpose set forth.

3. In combination with a lifting-jack constructed substantially as described, a horizontal bar with vertical adjustable end pieces, said bar being attached to the lifting-jack so as to swing horizontally, substantially as shown, and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM F. MORELL.

Witnesses:

JACOB WOLF,
DANIEL HAGERTY.