

(No Model.)

R. NETZLY.
WAGON OR LIFTING JACK.

No. 306,854.

Patented Oct. 21, 1884.

Fig. 1.

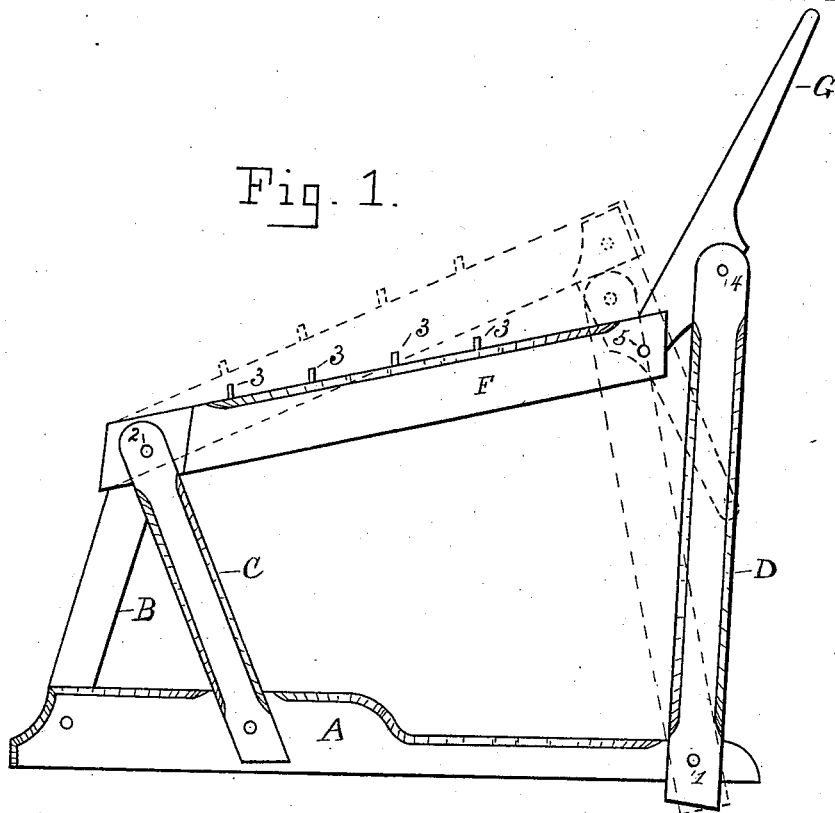


Fig. 2.

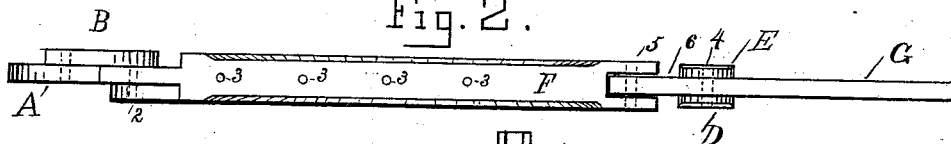
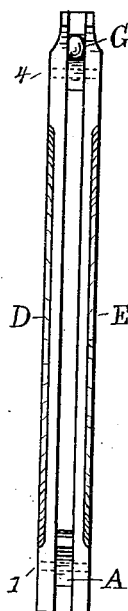


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

RUFUS NETZLY, OF NAPERVILLE, ILLINOIS.

WAGON AND LIFTING JACK.

SPECIFICATION forming part of Letters Patent No. 306,854, dated October 21, 1884

Application filed September 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, RUFUS NETZLY, of Naperville, in the county of Du Page and State of Illinois, have invented certain new and useful Improvements in Wagon or Lifting Jacks; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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.

My invention consists in a special construction and arrangement of parts constituting a simple, strong, and efficient lifting-jack.

Figure 1 is an elevation, Fig. 2 a top view, and Fig. 3 an end view, of a jack made in accordance with my invention.

A is a solid bed or base, to which are firmly fastened the two inclined solid uprights or supports B C, and to which are also pivoted at its other extremity the two main vertical posts D E, whose lower ends embrace between them the end of the base A, a single pivot bolt or screw, 1, serving to connect these lower ends to said base. The supports B C are connected to the base on opposite sides of it, but at points quite distant from each other, and thence inclined upward in opposite directions, so as to meet on opposite sides of the main lifter-bar F, to which they are there connected by a single pivot bolt or screw, 2, which passes through them, and also through the lower end of the bar F. This construction affords a very firm and reliable support for this lower end of bar F, which, while free to be turned to any requisite degree on the pivot, is sustained against any undue strain or thrust by reason of the legs or supports B and C being inclined in opposing directions, as stated, thus bracing both ways—that is, forward and backward—and preventing the bar F from being shifted endwise or from dropping, it being desirable that it shall always be maintained at its proper height at its lowermost end, not only to give the requisite positions and steadiness to the bar F, but also that the pins 3 in the top of such bar may always preserve their

proper positions, which should be nearly vertical and never nearly horizontal, for in the latter position the pins, instead of the bar, would have to sustain the weight of the carriage or other lifted body, and would soon be bent, displaced, or broken, and permit the carriage to drop suddenly.

The bar F is made of a single piece, and solid throughout, the pins 3 being inserted at about in a central longitudinal line of its top, so as to insure them their best possible hold and firmness, and without any weakening of the bar; and in this respect a great advantage in strength and durability is secured as compared with that class of jacks in which the bar itself is cut away or notched on its top edge or face, and thereby weakened, or with another class in which three strips compose the top bar—namely, a notched one riveted to and between two unnotched ones. The lifting-lever handle G is pivoted at 4 between the posts D and E, near their top, and its shorter arm is also pivoted at 5 to the bar F, and preferably enters a recess, 6, in its end.

The dotted lines in Fig. 1 show the position of the parts when the lever G has been pressed downward to its fullest extent, or nearly so, and in this condition it will be seen and readily understood that the post D E will have been swung on its pivot 1 as the bar F was raised at its higher end, and thereby its upper end will have been brought under such higher end of F, and serving as its upright support at that end.

My device has a firm purchase on the ground or floor on which it rests when in use, having no rollers or shifting part touching the ground and liable to slip from position. The pins 3 receive but slight pressure from the weight of the carriage, which is mainly sustained by the strong solid bar F. This bar, not being made in pieces, insures the maximum of strength. The double supports B C, inclined as they are, give a great breadth or foundation to resist the pressure when lifting or holding up a carriage or wagon, and prevent the bar F following what otherwise would be its natural tendency of being forced downward and backward until its lower end would

strike the ground, drop the load, and make the whole device useless.

I claim—

The described wagon or lifting jack, composed of the solid base-piece A, the inclined bracing-supports B C, the solid bar F, provided with the vertically-set pins 3, and the

lifter-handle G, these parts being constructed, arranged, and connected together as and for the purposes set forth.

RUFUS NETZLY.

Witnesses:

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