

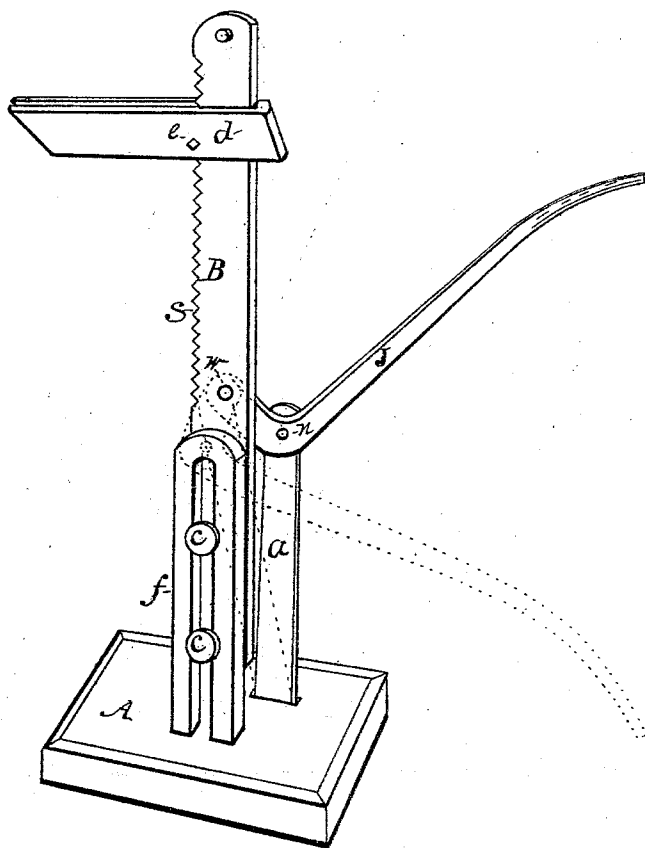
(No Model.)

J. W. EPPERSON.

WAGON JACK.

No. 369,330.

Patented Sept. 6, 1887.



WITNESSES:

J. J. Price
E. H. Price

INVENTOR

John W. Epperson

UNITED STATES PATENT OFFICE.

JOHN W. EPPERSON, OF BLANDINSVILLE, ILLINOIS.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 369,330, dated September 6, 1887.

Application filed November 3, 1886. Serial No. 217,857. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. EPPERSON, of Blandinsville, in the county of McDonough and State of Illinois, have invented a new and useful Improvement in Wagon and Carriage Jacks, of which the following description will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, which makes a part of this specification.

The object of this invention is to construct a wagon and carriage jack that is cheap, durable, and very efficient in operation, and its novelty will be hereinafter fully set forth, and is pointed out in the claim.

The drawing represents my invention in perspective, in which A represents the base, to which is firmly attached the slotted upright *f*, to which the lifting-bar B is loosely attached by means of the bolts *c c*, which have large heads, that lap over each side of the slot. These bolts pass loosely through the slot, and are firmly attached to the bar B. This bar can be raised or lowered sufficiently for the purposes required, the bolts *c c* acting as guides in the slot of the upright *f*.

On the lifting-bar B, on the left edge, are formed teeth *s*, which are for the purpose of adjusting the arm *d*, which has a square bolt, *e*, that passes through the arm, the center part of which rests on the teeth. The rear end of the arm angles outward down to the lower edge, which is for the purpose of extending the slot in the arm back of the bar B sufficiently to allow the outer end of the arm to be raised up sufficiently to disengage the bolt *e* in said arm from the teeth *s*. The arm can then be raised or lowered at will. The lever J is pivoted to

the fulcrum-post *a* at *n*, and is bent upward at an oblique angle, and is pivoted to the lifting-bar B by the bolt *w*. The fulcrum-post *a* is pivoted to the base A, and is allowed sufficient vibration so that when the lever is down to its shown position in dotted lines the fulcrum-pin *n* has passed the center of the lifting-bar B. This movement locks the bar B, so that a downward pressure cannot move it.

The operation is as follows: The operator places the jack by the wagon or carriage on which he wishes to operate. He then adjusts the arm *d* by raising or lowering it, as the case may be, which is done by raising up the outer end, which disconnects the bolt *e* from the teeth *s*. The arm is then placed under the axle or other parts that may want to be raised. The bolt *e* then engages with the teeth *s*, which prevents it from slipping. The lever J is then pressed down to its shown position in dotted lines, which raises the axle up sufficiently to detach the wheel for any purpose that may be required.

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

In a wagon and carriage jack, the base A, having firmly attached the slotted upright *f*, the lifting-bar B, provided with guide-bolts *c-c* and teeth *s*, the arm *d*, having square bolt *e*, and the lever J, pivoted directly to the fulcrum-post *a* and to the lifting-bar B, all combined and operating substantially as shown, and for the purpose set forth.

JOHN W. EPPERSON.

Witnesses:

OSCAR WRIGHT,
EUGENE RANDALL.