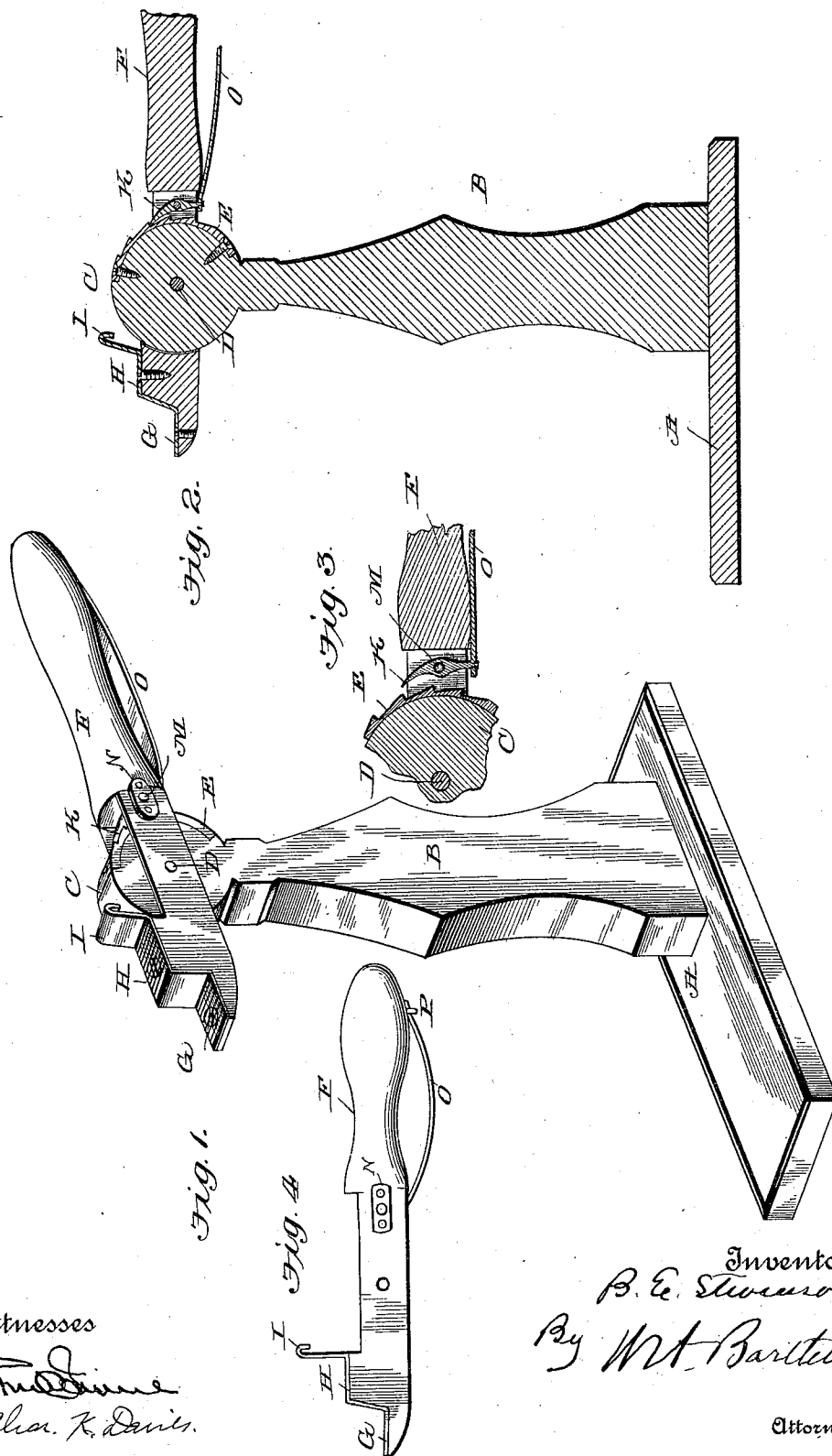


(No Model.)

B. E. STEVENSON
WAGON JACK.

No. 557,167.

Patented Mar. 31, 1896.



Witnesses

John M. Davis
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UNITED STATES PATENT OFFICE.

BENJAMIN E. STEVENSON, OF REDDING, CALIFORNIA.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 557,167, dated March 31, 1896.

Application filed December 23, 1895. Serial No. 573,091. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN E. STEVENSON, residing at Redding, in the county of Shasta and State of California, have invented certain new and useful Improvements in Wagon-Jacks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to lifting-jacks, especially such as are for use in raising wagon and carriage axles, but also available for other purposes.

The object of the invention is to produce a strong and serviceable jack at small cost and which can be easily operated and will support its load with firmness when in adjusted position.

Figure 1 is a perspective view of the lifting-jack. Fig. 2 is a vertical central section of the same. Fig. 3 is a broken detail section of part of the ratchet, pawl, and connections. Fig. 4 is a side elevation of lever and attachments.

A indicates the base, and B the standard or upright. These may be of suitable material and convenient shape, but preferably will be of wood in about the form shown, the standard being firmly secured to the base in any suitable manner.

C indicates the head of the standard, which is rounded and perforated for the passage of the fulcrum-pin D. One side of the head of the standard is provided with a curved ratchet or toothed piece E, which is preferably made of metal and secured to the head of the wooden standard by screws or otherwise.

The lever F is preferably a wooden bar having a mortise of a size to receive the head C of the standard. The end of the lever which serves as the lifter is formed into steps G H, and these steps are shod with an iron wear-plate I, which plate extends upward above the step H to prevent the passage of the lever too far under the axle of the wagon.

Within the mortise in the lever F, I pivot a pawl K on a pin or fulcrum M, which pin passes through the cheeks of the lever at the sides of the mortise. The cheeks of the lever may be strengthened by metallic plate, as N, when desirable. The pawl being prac-

tically within the mortise and near the rack-bar E is in position to engage said rack-bar and hold the lever in any position to which it may be adjusted. At the same time the pawl is effectually protected against accidental disengagement by reason of its inclosure within the mortise.

The lower end of the pawl K extends through a hole or notch near the end of a flat spring O, which spring is connected at the other end to the lever F by a screw, nail, or pivot P and is normally deflected from a straight line between the attachment P and the connection with the pawl K. By this arrangement of the spring O in its relation to the pawl the said pawl is normally held with its engaging end in contact with the rack E; but when the central portion of spring O is pressed against the body of lever F the pawl K is rocked on its fulcrum and thus disengaged from the rack, when the lever F may be rocked on its fulcrum D and the steps G H or anything supported thereon thus raised or lowered. This spring mechanism controlling the pawl in its engagement with the ratchet is exceedingly simple and efficient, and as the spring is out of the way under the lever it is not likely to be operated accidentally.

I am aware that numerous forms of lifting-jacks have been devised in which the weight is lifted by a lever and held up by ratchet-and-pawl mechanism. Hence I make no broad claim to such a structure; but

I do claim improvement in the mechanism, as follows:

In a lifting-jack, the standard with circular head provided with a ratchet at one side, the mortised lever pivoted to said head a pawl pivoted within said mortise in position to engage said rack, and the plate-spring connected at one end to the lever, and having a notch which receives the end of the pawl, all constructed and relatively arranged substantially as described.

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

BENJAMIN E. STEVENSON.

Witnesses:

W. H. TITUS,
ROBERT BIRKENFIELD.