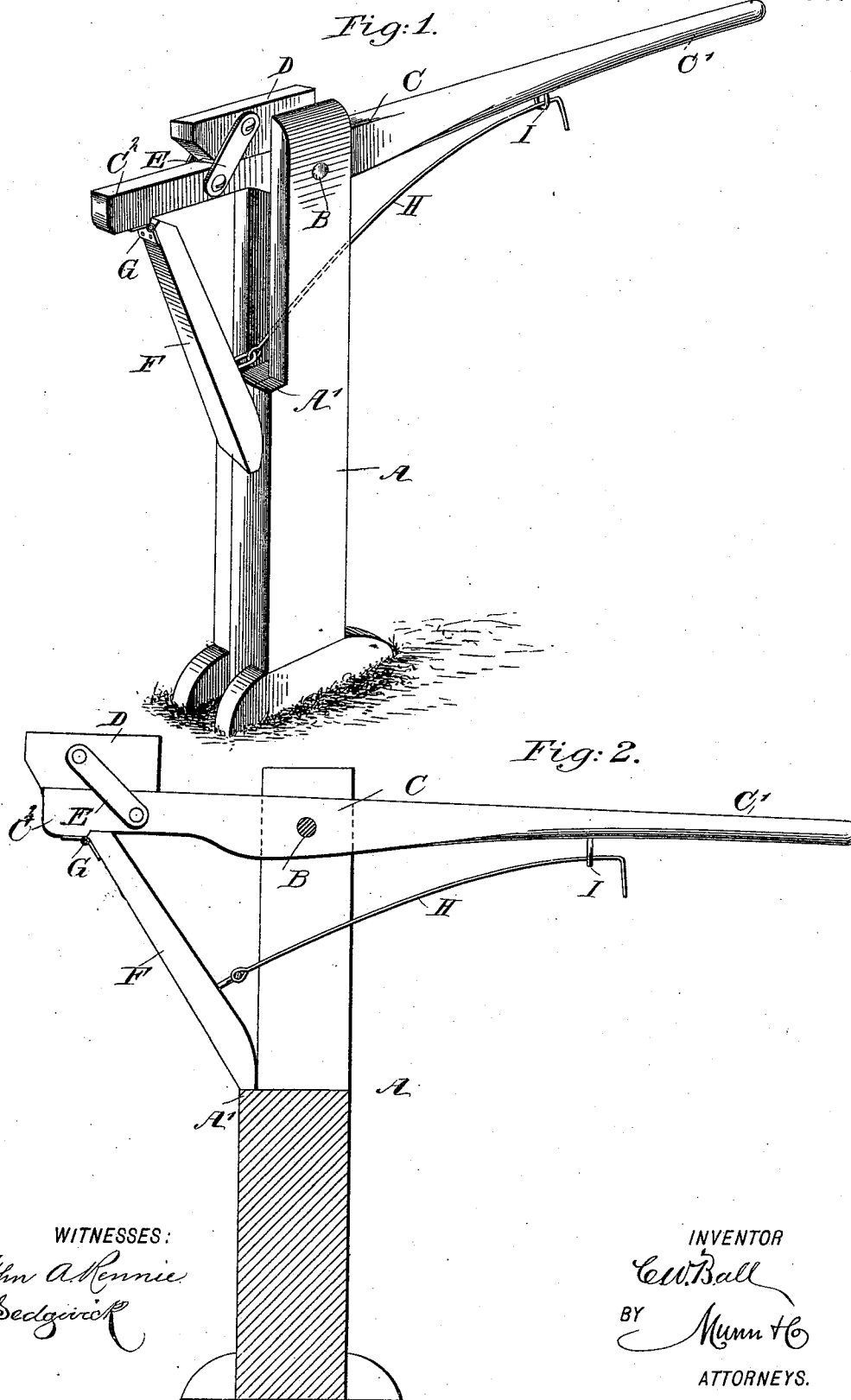


(No Model.)

C. W. BALL.
LIFTING JACK.

No. 510,230.

Patented Dec. 5, 1893.



UNITED STATES PATENT OFFICE.

CHARLES W. BALL, OF COMMERCE, TEXAS.

LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 510,230, dated December 5, 1893.

Application filed September 7, 1893. Serial No. 484,957. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. BALL, of Commerce, in the county of Hunt and State of Texas, have invented a new and Improved Wagon-Jack, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved wagon jack, which is simple and durable in construction, very effective in operation, and arranged for conveniently raising the rear or front axle without shifting the position of the hoisting lever in the post.

The invention also consists of certain parts and details and combinations of the same, as will be hereinafter described, so far as completed.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a perspective view of the improvement, as arranged for raising the front axle; and Fig. 2 is a sectional side elevation of the improvement arranged for engagement with the rear axle.

The improved wagon jack is provided with a suitably constructed post A, in the upper forked end of which is held the transversely extending pivot B on which is fulcrumed the lever C provided with the usual handle end C' and the hoisting end C². On the top of the hoisting end C² of the lever C is adapted to rest a block D, connected by links E with the sides of the hoisting end of the lever, as plainly illustrated in Figs. 1 and 2, the said links standing in an inclined position, either on the outer end of the hoisting end C², as shown in Fig. 2, or near the pivot end, as illustrated in Fig. 1.

When the device is in the position illustrated in Fig. 1, the jack can be used for raising the front axle, as the end C² directly engages the axle. When it is desired to raise the rear axle, then the operator swings the block D outward into the position shown in Fig. 2 and engages the rear axle with the upper or top surface of the block D. The height of the block D corresponds to the difference in height between the front and rear axles, so that either of the axles can be raised in

the manner above described without shifting the position of the lever C in the post B. A brace F is connected by a hinge G with the under side of the pivot end C² of the lever C, and the lower or free end of the said brace is adapted to engage a shoulder A' formed on one side of the post A. The brace F is pivotally connected with a rod H which extends forward through the forked end of the post A to pass through a staple I attached to the under side of the handle end C' of the lever C.

Previous to engaging the axle, the handle end of the lever C' is raised, to pass the hoisting end C² or the block D under the axle, as above described, and, by the operator then bearing on the handle end C', the axle is raised; when in this position the operator pulls on the rod H so as to draw the free end of the brace F into contact with the shoulder A', as illustrated in Fig. 2, so that the lever C is locked in place.

When it is desired to lower the axle, the operator slightly bears on the handle end C' to permit the free end of the brace F to swing from the shoulder A' to unlock the lever and to permit of lowering the hoisting end to disengage the axle.

It will be seen that this wagon jack is very simple and durable in construction and permits of conveniently raising the rear or front axle without shifting the hoisting lever in the post.

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

In a wagon jack, the combination with a post having a forked upper end, a hoisting lever pivoted between the forks of the post, and means for holding the lever in an approximately horizontal position, of a block of a height equal to the difference between the front and rear axles of a vehicle, and links pivoted to the block a little at one side of the center of length of the block and to the lever a distance from its end about equal to the length of the said block, substantially as and for the purpose set forth.

CHARLES W. BALL.

Witnesses:

A. J. GATES,
G. O. GREEN.