

WAGON-JACK.

**No. 182,956.**

Patented Oct. 3, 1876.



Witnesses.  
L. M. Glidden  
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Inventor:  
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# UNITED STATES PATENT OFFICE.

ADAM N. PRICE, OF JAMESTOWN, NEW YORK, ASSIGNOR OF ONE-HALF  
HIS RIGHT TO MILO HARRIS, OF SAME PLACE.

## IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **182,956**, dated October 3, 1876; application filed  
July 3, 1876.

*To all whom it may concern:*

Be it known that I, ADAM N. PRICE, of Jamestown, in the county of Chautauqua and State of New York, have invented certain new and useful Improvements in Wagon-Jacks; and I do hereby declare that the following is a full, clear, and exact description thereof, 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 the letters of reference marked thereon, which form a part of this specification.

The object of my invention is to make a cheap and efficient lifting-jack, and one that is more especially adapted to hoisting wagons and carriages; and consists of a wood frame, with suitable pawl-rod and ratchet, together with a peculiar hinged step, fastened to the short arm of the lever, and is adjustable to different height wagons or articles to be raised.

In the drawing, Figure 1 is a perspective view of my invention. Fig. 2 shows a section of the short arm of the lever with adjustable step thrown back on itself, as used for high objects. Fig. 3 shows pawl-rod.

This jack is made by taking a strong piece of timber, of suitable size and length to form the base A, into which is mortised a standard-bar, B, near one end, while near the other end of base A are pinned or bolted the two standards C C, upon its outside. These and standard B are set a little diagonal with the base A, so that at a proper height they come together, the standard-bar B coming between the ratchet-standards C C, and are pinned together, standards C C extending above so as to take in between them lever E, through which a pin or bolt is fastened to form a fulcrum for the lifting-arm. This lever has an

adjustable hinged casting on the end of its short arm, which, when let down, as shown at *a*, Fig. 1, will readily take under the axle of very low vehicles, while the recess *b*, Fig. 1, will take under common height wagons, and when this step is thrown back, as shown in Fig. 2, the recess *c* will be of suitable height for high carriages. About midway of the long arm of lever E is hinged in a suitable manner the pawl-rod D, at its upper end, while its lower end passes down between the ratchet-standards C C, having a pin through its lower end to catch into the ratchet-standard at any desired height.

Its operation will be readily understood, and it will be seen that, by the adjustable step *g*, any desired height of axle may be reached, and, as the pawl-rod draws in direct of the weight to be raised, there is no side draft, and the base A is long enough so that the wheels do not have to be blocked or stayed while the axle is being raised, and I am enabled to make a strong and efficient jack at a trifling cost compared to most others.

What I claim as new, and desire to secure by Letters Patent, is—

1. The adjustable step *g*, when used in combination with the lever E, in the manner and for the purpose described.

2. The adjustable step *g*, lever E, pawl-rod D, ratchet-standard C C, standard B, and base A, when all are combined and used in the manner and for the purpose described.

In testimony that I claim the foregoing as my own invention I affix my signature in presence of two witnesses.

ADAM N. PRICE.

Witnesses:

L. M. GLEDDEN,  
MILO HARRIS.