

W. A. PIERSON.
Wagon-Jack.

No. 206,481.

Patented July 30, 1878.

Fig. 1.

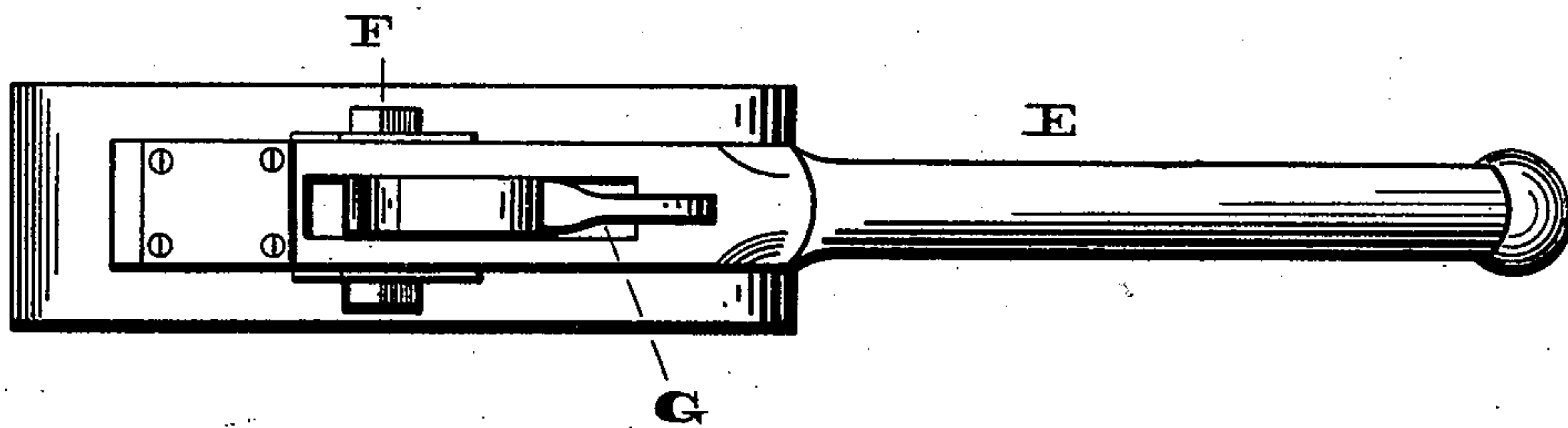
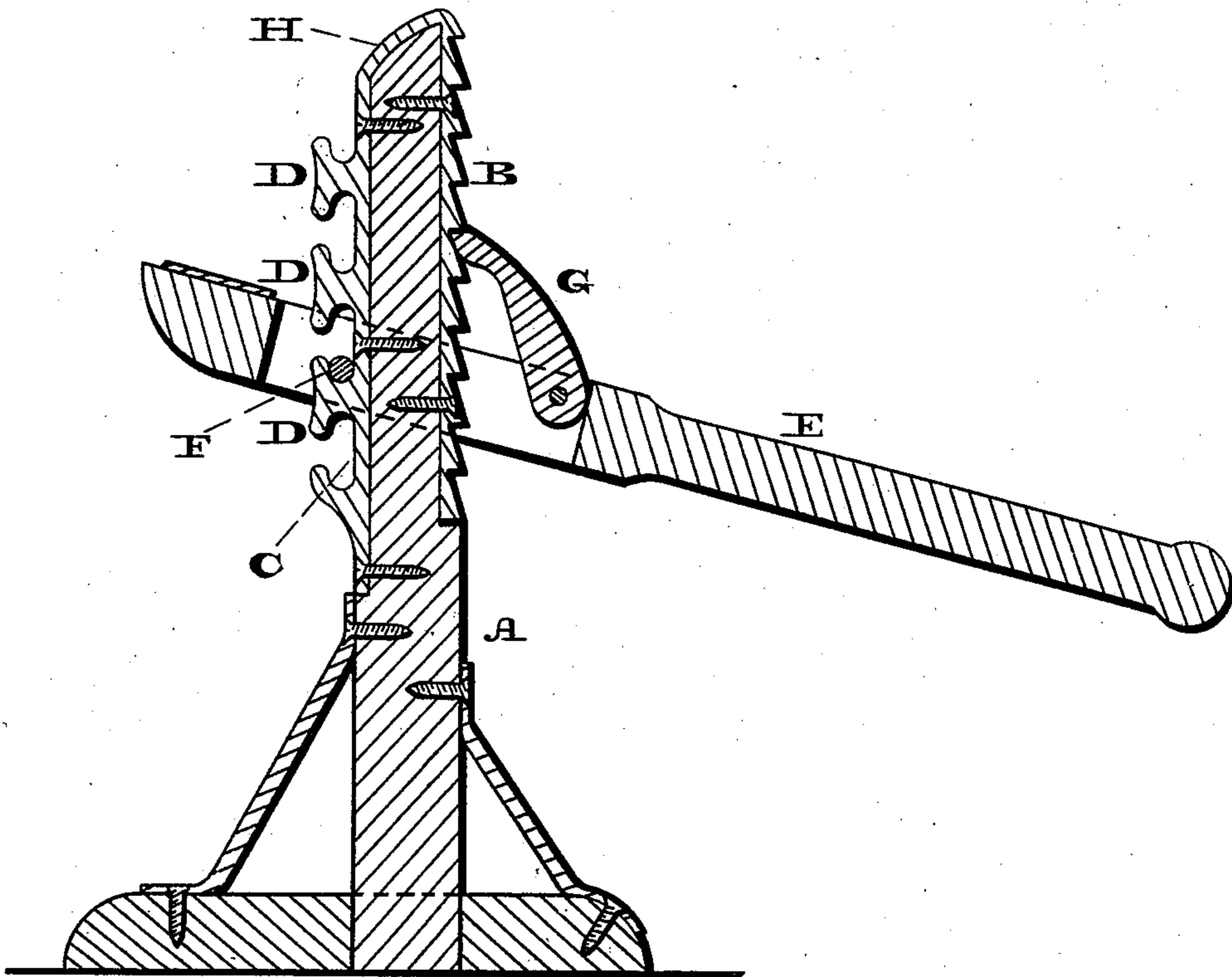


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

WILLIAM A. PIERSON, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **206,481**, dated July 30, 1878; application filed January 3, 1878.

To all whom it may concern:

Be it known that I, WILLIAM A. PIERSON, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Jacks for Vehicles, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a top or plan view of the jack embodying my invention, and Fig. 2 is a central longitudinal vertical section thereof.

Similar letters of reference indicate corresponding parts in the two figures.

My invention consists of a standard having on one side a ratchet-bar, and on the other side a series of bearings for the fulcrum-pin of a vertically-adjustable lever, to which is attached a pawl for engagement with the ratchet-bar, the bar of the bearings being formed with an extension or crook, which is connected to the upper end of the standard, so that said bearing-bar will be firmly supported and enabled to withstand the strain due to the weight of the vehicle.

Referring to the drawings, A represents a standard, having secured to it on opposite sides a ratchet, B, and a bar, C, provided with a series of hooks or bearings, D. E represents a lever, which is slotted so as to pass over the standard, ratchet, and bearings, and to said lever is connected a pin, F, which passes across one end of the slot of the lever, so as to engage with the bearings D, thus constituting the fulcrum of the lever. To the lever there is also pivoted a pawl, G, which is so located as to engage with the latch of the ratchet B.

The lever E is shifted to the height of the axle, hub, or other part of the vehicle to be

raised, and the fulcrum-pin F fitted on the relative bearings D, the handle portion of the lever being elevated. The head of the lever is now passed under the proper part of the vehicle and the handle portion lowered. This raises the vehicle, and the pawl and ratchet engage, whereby the lever is locked and the vehicle held elevated.

The bearing-bar C receives the greatest amount of strain, and in order to prevent its disengagement from the standard its upper end is formed with an extension, H, of hook or crook form, which overhangs the top of the standard, and is secured thereto, and serves to support the bar and receive the strain thereof, as also, if desired, to receive the upward strain of the ratchet B, thus providing a strong, serviceable, and reliable connection of the bar and standard. The bearings D, being T shape, prevent accidental disengagement of the lever from said bearing, for should the fulcrum-pin F shift from the neck of the bearing with which it is properly in contact, the overhanging head of the adjacent bearing stops the movement of the pin, and holds it from further longitudinal displacement.

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

The lever E, pawl G, and fulcrum-pin F, and the standard A, with the ratchet B and bearing-bar C on opposite sides, in combination with the crook H, continuous of the bar and overhanging the standard, substantially as and for the purpose set forth.

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Witnesses:

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