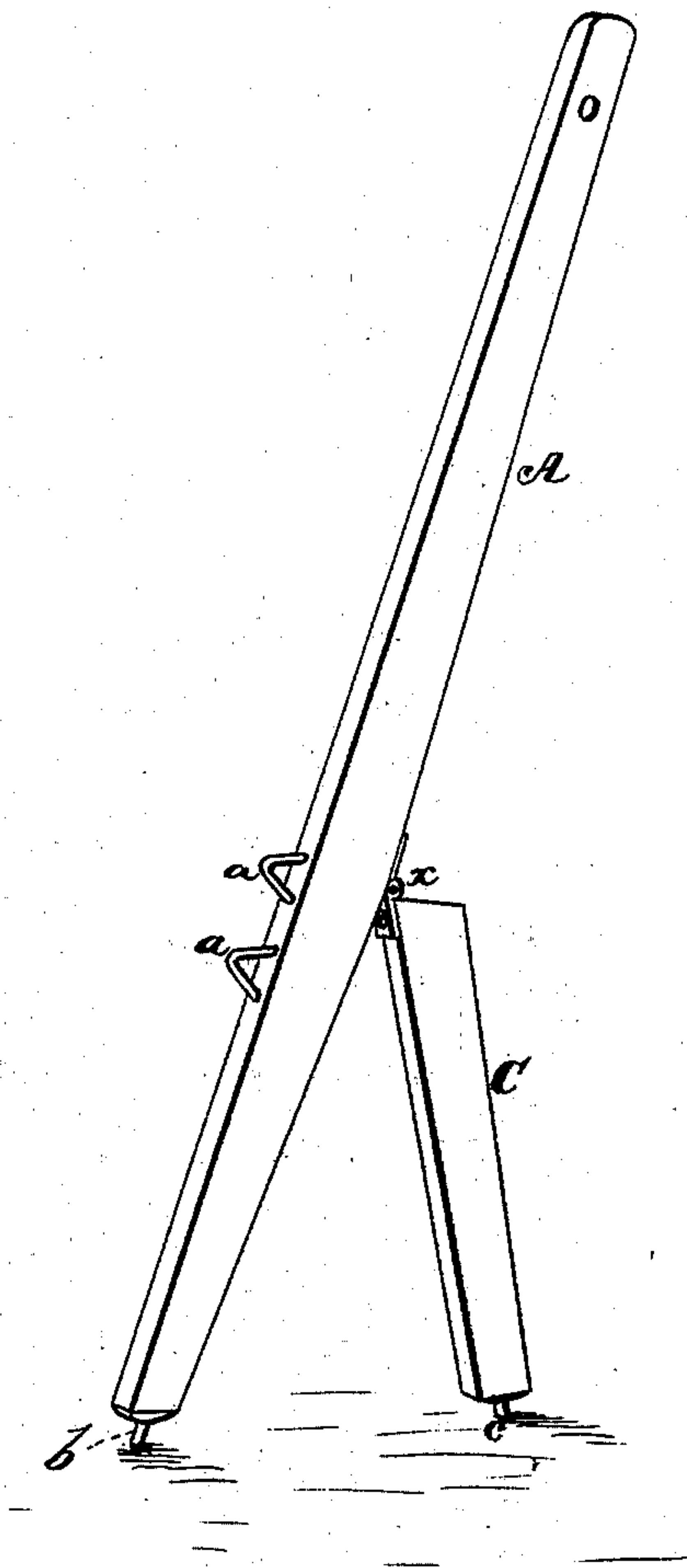


J. R. ANGEL.
Wagon-Jack.

No. 214,607.

Patented April 22, 1879.



WITNESSES

Robert Everett
Henry Smith

By

INVENTOR,
Joseph R. Angel.
Gilmore, Smith & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOSEPH R. ANGEL, OF LE RAYSVILLE, PENNSYLVANIA.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **214,607**, dated April 22, 1879; application filed March 15, 1879.

To all whom it may concern:

Be it known that I, JOSEPH R. ANGEL, of Le Raysville, in the county of Bradford and State of Pennsylvania, 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 of the construction and operation of the same, reference being had to the annexed drawing, making a part of this specification, and to the letters and figures of reference marked thereon.

The figure of the drawing is a representation of a perspective of my wagon-jack.

My invention relates to wagon-jacks; and the novelty consists in the construction and arrangement of parts, as will be more fully hereinafter set forth.

The object of this invention is to provide a cheap and simple device which will be efficient as a wagon-jack, not liable to get out of order, readily applied, compact, and neat.

In carrying out my invention I employ a long lever or rail, upon which are holding-staples of different lengths, adapted to receive and support the front and rear axles of a wagon or other similar vehicle; and upon this rail I hinge an arm of length about equal to the distance between the upper holding-staple and the lower end of the lever-rail. The holding-staples are located sufficiently far from the lower end of the lever-rail to raise the wheel of any ordinary vehicle from the ground, when the lever-rail is placed under the axle in an inclined position, the lower end of the lever-rail resting upon the ground, either of the holding-staples brought against the under face of the axle, and the lever-rail lifted at its power end, at which time the hinged arm

will swing by its own gravity to a position that will brace the lever-rail and keep the wheel elevated for removal for any desired purpose. The lower ends of the brace or hinged arm and the lever-rail are provided with pins, to prevent the jack from slipping when in use.

Referring to the drawing, A represents the lever-rail, having rests *a a*, as shown, and provided with a pin, *b*, at the base end, to prevent slipping.

Pivoted at *x* is a loose arm or brace, C, as shown, having a pin, *c*, at the base end.

The hinge is strong and efficient, and the arm C serves as an adjustable brace when the jack is in use.

The jack is operated by placing it under the axle in an inclined position, resting the lower end of the lever-rail upon the ground, bringing one of the holding-staples to bear against the lower side of the axle, and lifting upon the power end of the lever-rail, to raise the wheel from the ground until the hinged arm will by its own gravity swing to a position that will brace the lever-rail and keep the wheel elevated, when the lower end of said hinged arm rests upon the ground, as shown.

I claim—

The wagon-jack described, consisting of the rail A, having rests *a a* and holding-pin *b*, and the hinged arm C *x*, having pin *c*, as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOSEPH RUSLING ANGEL.

Witnesses:

LEWIS S. RUSSELL,

SAMUEL D. RUSSELL.