(No Model.)

W. K. MOTTRAM & J. A. MUNDY.

WAGON JACK.

No. 294,660. Patented Mar. 4, 1884.

Fig 1.

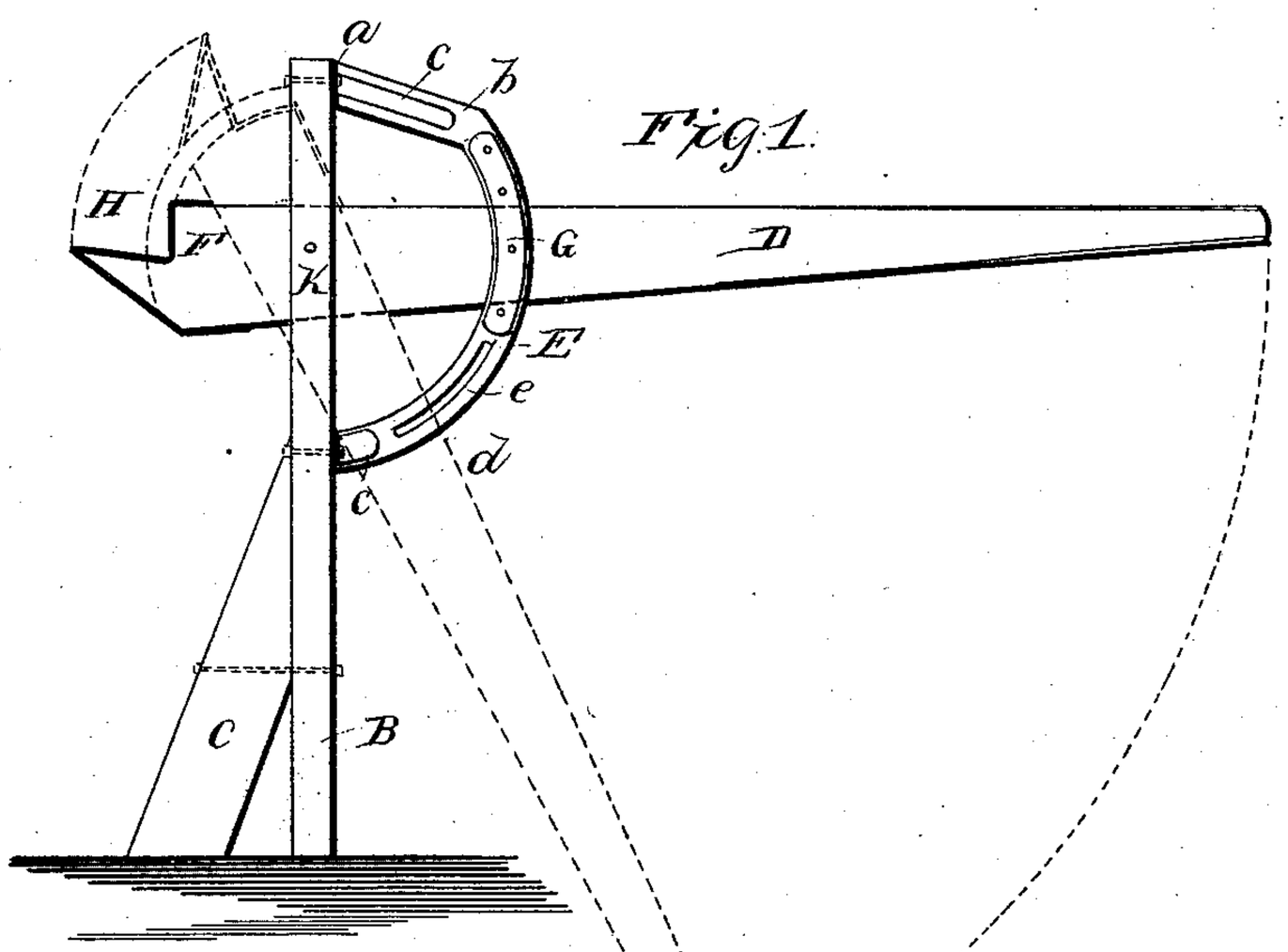
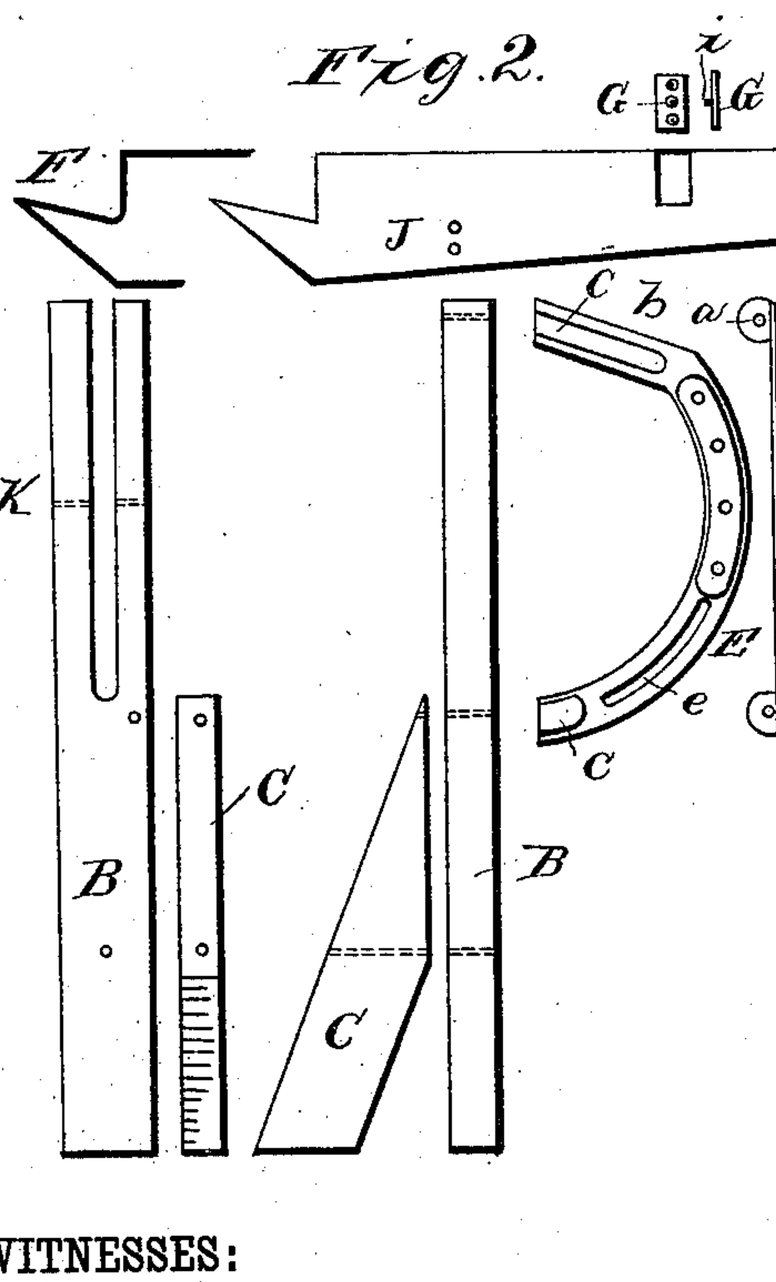


Fig 2.



WITNESSES:

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WILLIAM K. MOTTRAM AND JAMES ARCHABLE MUNDY, OF OTTAWA, KANSAS.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 294,660, dated March 4, 1884.

Application filed December 31, 1883. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM K. MOTTRAM and JAMES ARCHABLE MUNDY, citizens of the United States, residing at Ottawa city, in the county of Franklin, in the State of Kansas, have invented a new and useful Carriage and Wagon Jack, of which the following is a specification.

This invention has relation to improvements in lifting-jacks; and it consists in the construction and novel arrangement of devices, as will be hereinafter more fully set forth, and particularly pointed out in the claim appended.

In the accompanying drawings, in which the same letters of reference indicate corresponding parts, Figure 1 is a representation of a side elevation of our invention, and Fig. 2 is a view of the same, showing all the parts disconnected.

Referring by letter to the said drawings, B designates the standard, which is preferably constructed of wood, and is bifurcated at its upper end for a suitable distance to receive the lever D, which is pivoted therein by means of a bolt, as shown at K. This standard is braced at its forward side by means of a foot-brace, C, which is cut obliquely on its inner upper side longitudinally, so that when secured to the standard B it will assume the position shown in Fig. 1.

E indicates a quadrant, which may be of cast metal, having at opposite ends the lateral flanges *a a*, which are perforated, as shown, to receive bolts or screws, by which it is secured above and below the pivotal point of the lever, respectively, to the standard. The upper straight portion, *b*, and the lower curved portion, *d*, of this quadrant are provided with a recess, *c*, whereby screws or bolts may be easily manipulated in securing it to the standard B, the intermediate portion of the quadrant having a series of recesses adapted to receive a lateral stud seated in the side of the lever D, for holding the power end of the said lever at any desired elevation, and the lower curved portion is provided with a semicircular slot, *e*, to receive the stud of said lever when the device is not in operation, thus allowing it to fold up in a compact form for transportation. The lever D is pivoted in the standard between the bifurcation, as shown at K, and in rear of said standard is provided with a metal plate, E, having a check-pin or stud, *i*, for engaging the intermediate perforations in the quadrant, as before described. The outer or power end of the lever D is recessed on its upper edge downwardly and inwardly, so as to give an inner inclination to the projection H, which will cause the axle or other portion of a vehicle engaged thereby to fall forward in the recess as the power end of the lever is elevated. This recessed end of the lever is bound with a metal facing, F.

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

The lifting-jack described, consisting of the standard B, having its upper end bifurcated, as shown, the foot-brace C, having its upper inner side cut obliquely and secured to the forward side of the standard, the quadrant E, having the intermediate perforations, the semicircular slot for engaging the check-pin of the lever, and the lateral perforated flanges by which it is connected to the standard, and the lever D, having its power end constructed as shown, pivoted in the standard, and provided with the plate G, having the stud or check-pin, substantially as specified.

WILLIAM K. MOTTRAM.
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Witnesses:
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JAMES ROBB.