

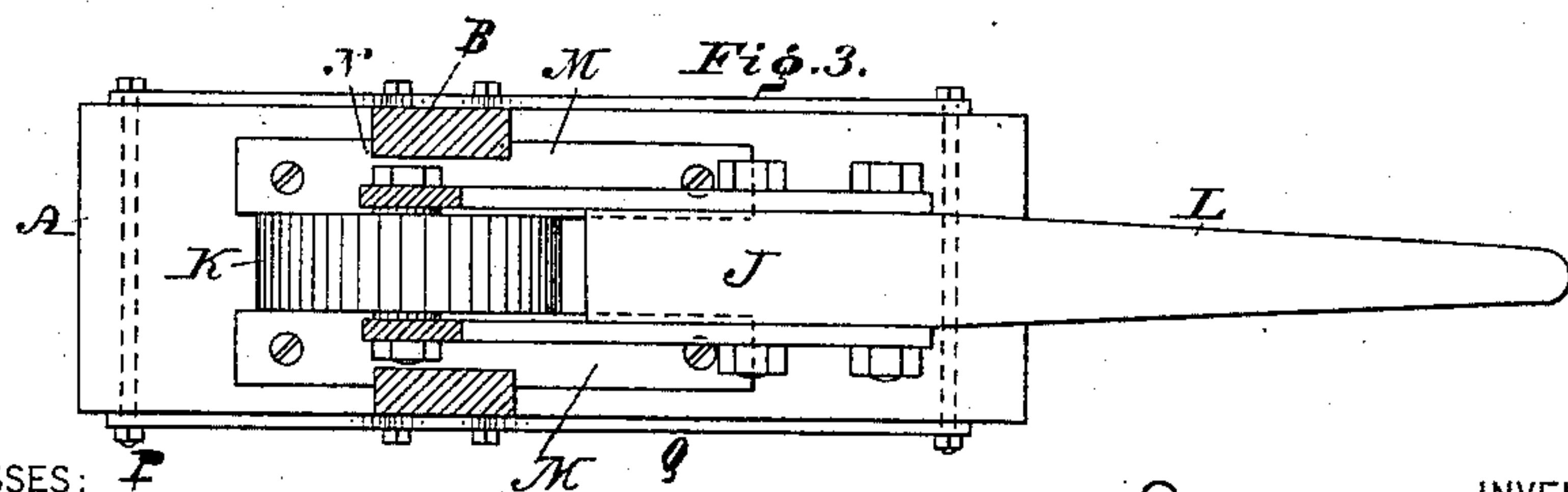
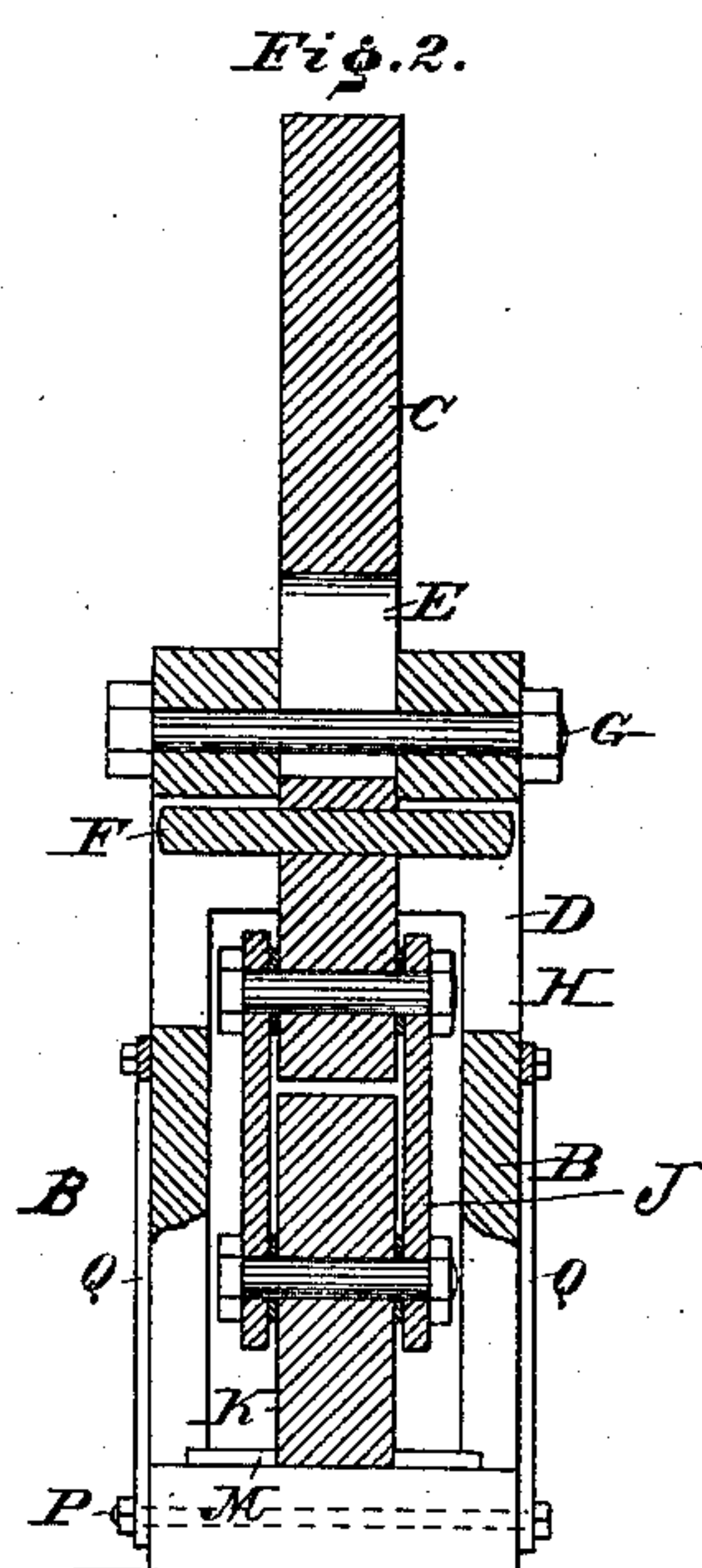
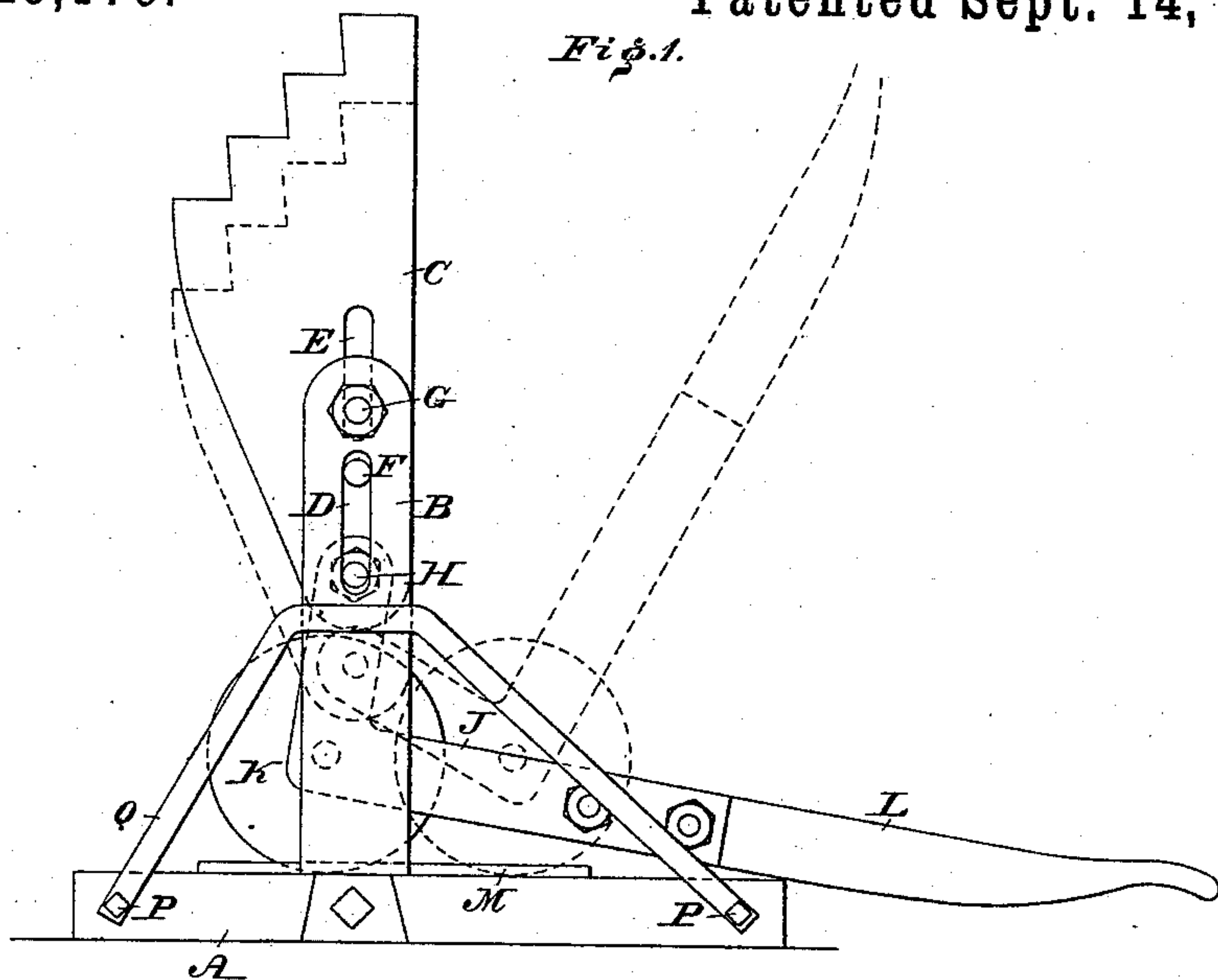
(No Model.)

E. H. RYAN.

VEHICLE JACK.

No. 349,179.

Patented Sept. 14, 1886.



WITNESSES:
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EDWARD H. RYAN, OF PHILADELPHIA, PENNSYLVANIA.

VEHICLE-JACK.

SPECIFICATION forming part of Letters Patent No. 349,179, dated September 14, 1886.

Application filed May 12, 1886. Serial No. 201,907. (No model.)

To all whom it may concern:

Be it known that I, EDWARD H. RYAN, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Vehicle-Jacks, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 represents a side elevation of a vehicle-jack embodying my invention. Fig. 2 represents a vertical section thereof. Fig. 3 represents a horizontal section thereof.

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

My invention consists of a vehicle-jack, which has its lifting-bar guided in its motion, its base constructed strong and durable, and possessing other features, as will be hereinafter fully set forth.

Referring to the drawings, A represents the base of the jack, B the standards, and C the lifting-bar thereof. In the standards are vertical slots D, and in the lifting-bar is a vertical slot, E, said slots D receiving a pin, F, which is secured to the lifting-bar, and said slot E receiving a bolt, G, which is secured to the standards B. To the lower end of the lifting-bar are pivoted, by a bolt, H, angular or bent straps J, which are supported on a roller, K, and provided with a handle, L, said roller running on the base A.

It will be seen that when the roller is advanced the lifting-bar is raised, thus raising the vehicle to which the jack is applied, the operation of the bar, owing to the leverage of the roller in its connection with the bent straps J, being powerfully accomplished in an easy manner.

Owing to the bolt G and pin F, and the slots D E, the lifting-bar moves true, and is prevented from turning on the pivotal bolt H of the straps J.

Connected with the base A are braces M,

which form a way between which the roller runs, thus preventing lateral or irregular motion of said roller, said braces having shoulders N, which serve to strengthen the connection of the standards with the base. Through the base are passed rivets P, which strengthen said base, and also form means for securing the side braces, Q, of the jack.

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

1. A jack having standards, a lifting-bar, a strap with handles, and a roller, said strap being supported on said roller, and said bar and standards having slots and pins for vertically guiding said bar, all combined and arranged substantially as described.

2. In a vehicle-jack, a strap supported on a roller, and secured pivotally to a lifting-bar, in combination with a lifting-bar and standards, the said bar and standards having slots and pins for guiding said bar, all substantially as described.

3. In a vehicle-jack, a strap pivotally secured to a lifting-bar and supported on a roller, in combination with a base having braces adapted to serve as guideways for said roller, all substantially as described.

4. A vehicle-jack formed of a base with braces forming a guideway, an angular strap having a handle and supported on a roller, the latter adapted to work within said guideway formed by braces M, a lifting-bar pivotally attached to said angular strap, and side standards connected to the base, said standards and lifting-bar having, respectively, slots and pins, all of said parts being combined and arranged substantially as and for the purpose set forth.

EDWARD H. RYAN.

Witnesses:

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