

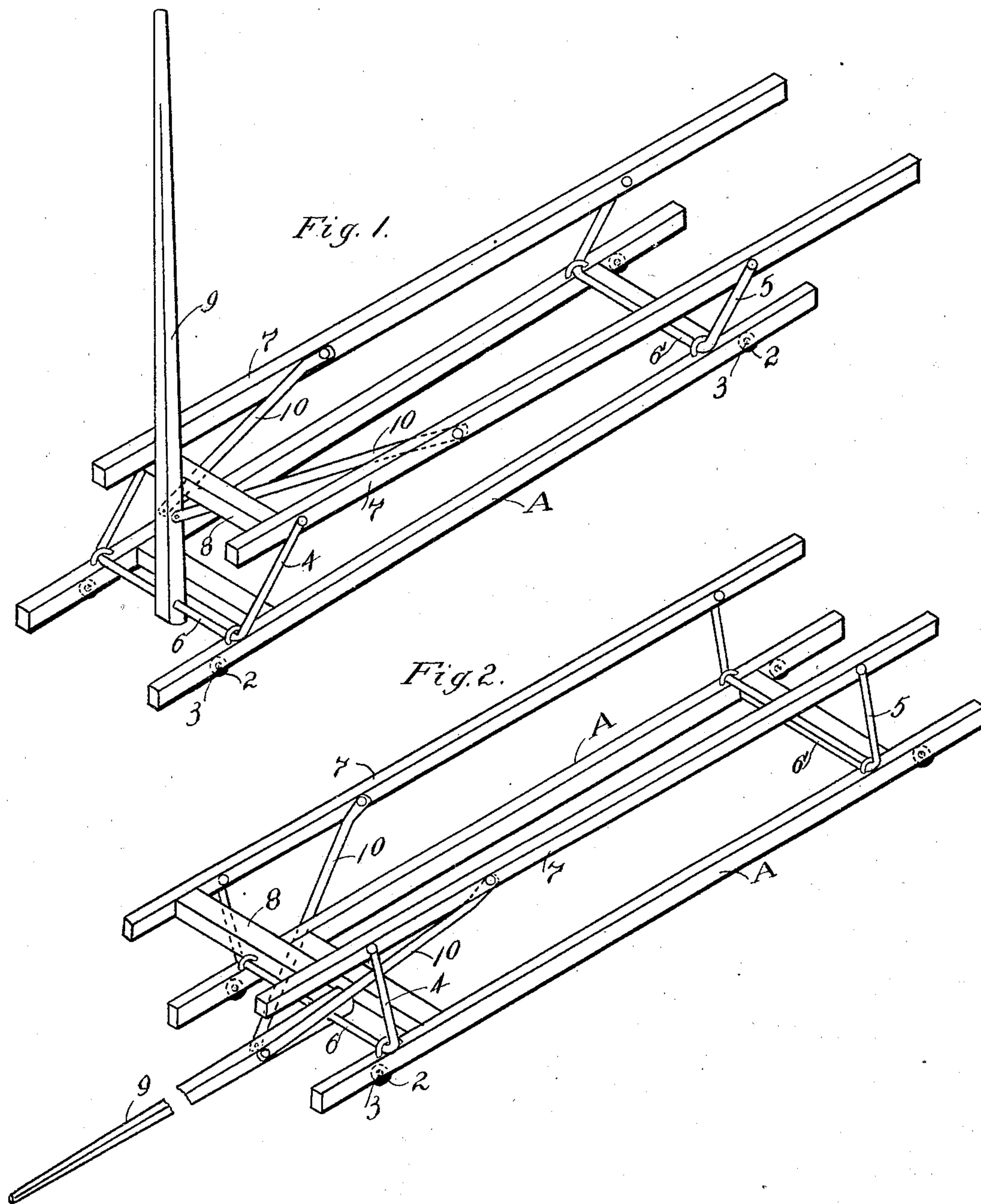
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G. J. CARR.
WAGON JACK.

(Application filed May 1, 1902.)

(No Model.)



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UNITED STATES PATENT OFFICE.

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WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 711,098, dated October 14, 1902.

Application filed May 1, 1902. Serial No. 105,460. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. CARR, a citizen of the United States, residing at Oroville, county of Butte, State of California, have invented an Improvement in Wagon-Jacks; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to improvements in devices for raising and supporting wagons. Its object is to provide a portable apparatus of simple construction by which the four wheels may be lifted simultaneously from the ground for purposes of washing, greasing, painting, repairing, &c.

My invention consists of the parts and the constructions and combinations of parts which I will hereinafter describe and claim.

Having reference to the accompanying drawings, Figure 1 is a view of my apparatus in position to be placed beneath a vehicle. Fig. 2 shows it with the lever thrown down to elevate the oscillating frame.

A represents the base of my apparatus. This base is composed of two longitudinal timbers of suitable length connected by cross-pieces to form a rigid structure. The under side of the base is mortised to receive the rollers 2, whereby the apparatus may be readily moved from one point to another. The bolts or pins 3, forming the axles of these rollers, may be easily removed at any time, as in case the device is to remain stationary and it is desired to run the wagon or carriage over and upon it rather than run it under the wagon.

4 and 5 respectively represent sets of arms disposed at either end of the base A. Each set is rigidly connected to or may be formed integral with respective rock-shaft 6 6', pivoted on and extending transversely of the base. The arms 4 are longer than the arms 5 in proportion to difference in height between the rear and front axles of a wagon. Two bars 7, disposed parallel with the base and suitably connected by one or more cross-pieces 8, are pivoted to the outer ends of the arms 4 5 and form the wagon-supporting frame.

A lever 9 is fulcrumed at one end at a point adjacent to the ground—as here shown to one of the rock-shafts, as 6—and this lever is connected with the frame-bars 7 by means of the links 10. When the lever stands in a vertical position, the arms will be thrown

back and the apparatus can be shoved beneath any vehicle which it is desired to raise free of the ground and support temporarily. By pulling down on the lever, which is of sufficient length to give necessary purchase, the frame 7 is raised and the front and rear axles are engaged and lifted simultaneously and equally by reason of the difference in length of the arms 4 5. When the outer end of the lever rests on the ground, the arms have passed beyond the vertical, so that the center of gravity of the load is forward of the pivot-shafts 6 6' and the device is locked and prevented from collapsing.

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

1. A wagon-jack consisting of a base formed of longitudinal and cross bars; upper bars extending parallel with the lower longitudinal bars; rock-shafts extending across both ends of the base and having integral bent portions forming arms which connect the base with the upper longitudinal bars said arms at one end of the base being shorter than those at the opposite end to compensate for difference in height between the front and rear axles of a vehicle; a lever fulcrumed at one end to one of the rock-shafts; and links connected to the lever and thence diverging toward and being secured to, the upper longitudinal bars at a point between the rock-shafts.

2. A wagon-jack consisting of a wheeled base including longitudinal and cross bars; rock-shafts journaled across opposite ends of the base and having their ends bent at right angles to form arms, a wagon-supporting frame carried by the arms, said arms, at one end of the base, being longer than those at the other end of said base; a centrally-disposed lever fulcrumed at one end to one of said rock-shafts; and links secured to the lever at a point between the fulcrum and outer end said links diverging toward the sides of the wagon-supporting frame and secured to said frame at a point between the rock-shafts.

In witness whereof I have hereunto set my hand.

GEO. J. CARR.

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