

No. 843,772.

PATENTED FEB. 12, 1907.

I. SHUPE.
WAGON JACK.

APPLICATION FILED OCT. 14, 1905.

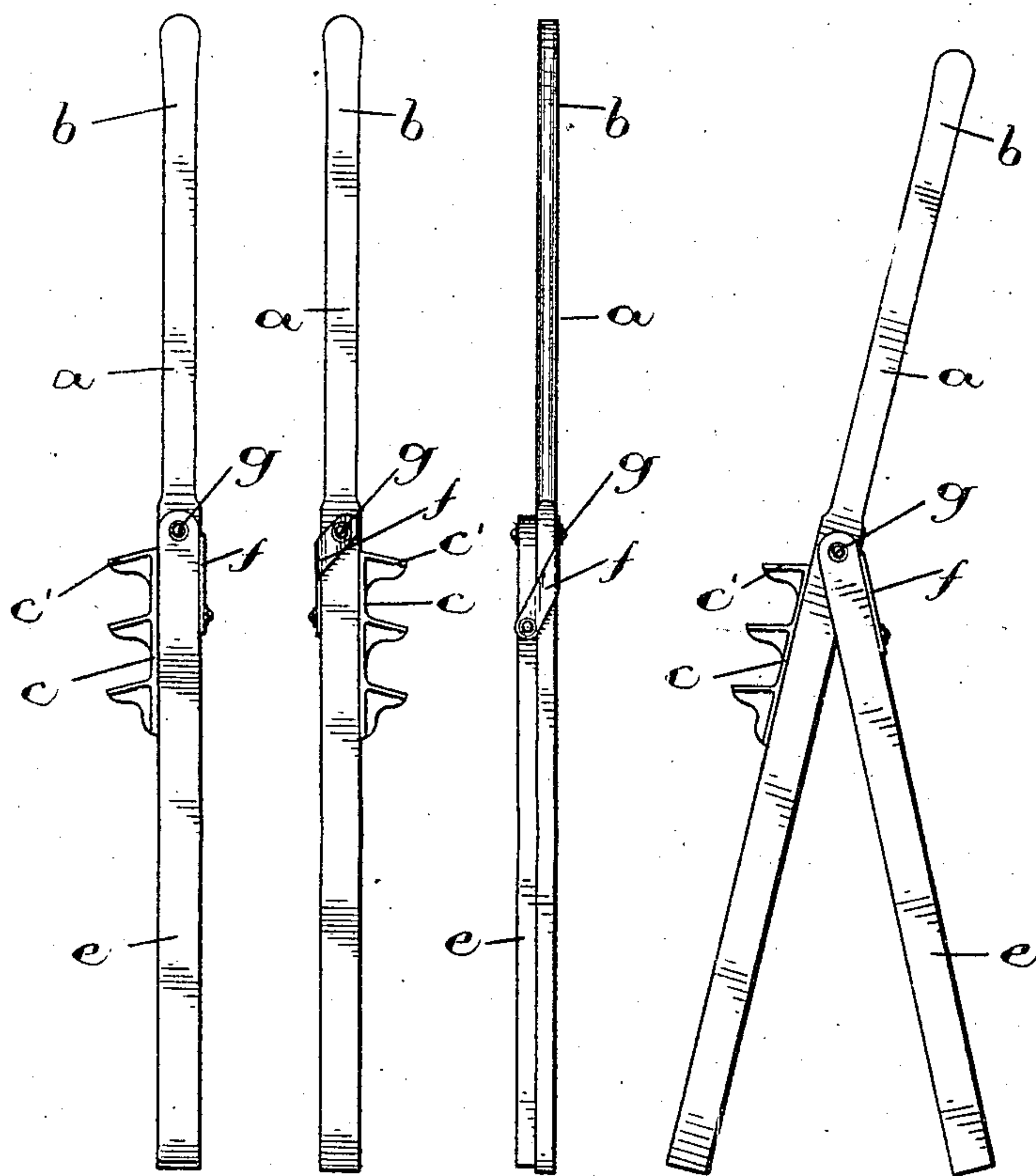


Fig. 4.

Fig. 1. Fig. 2. Fig. 3.

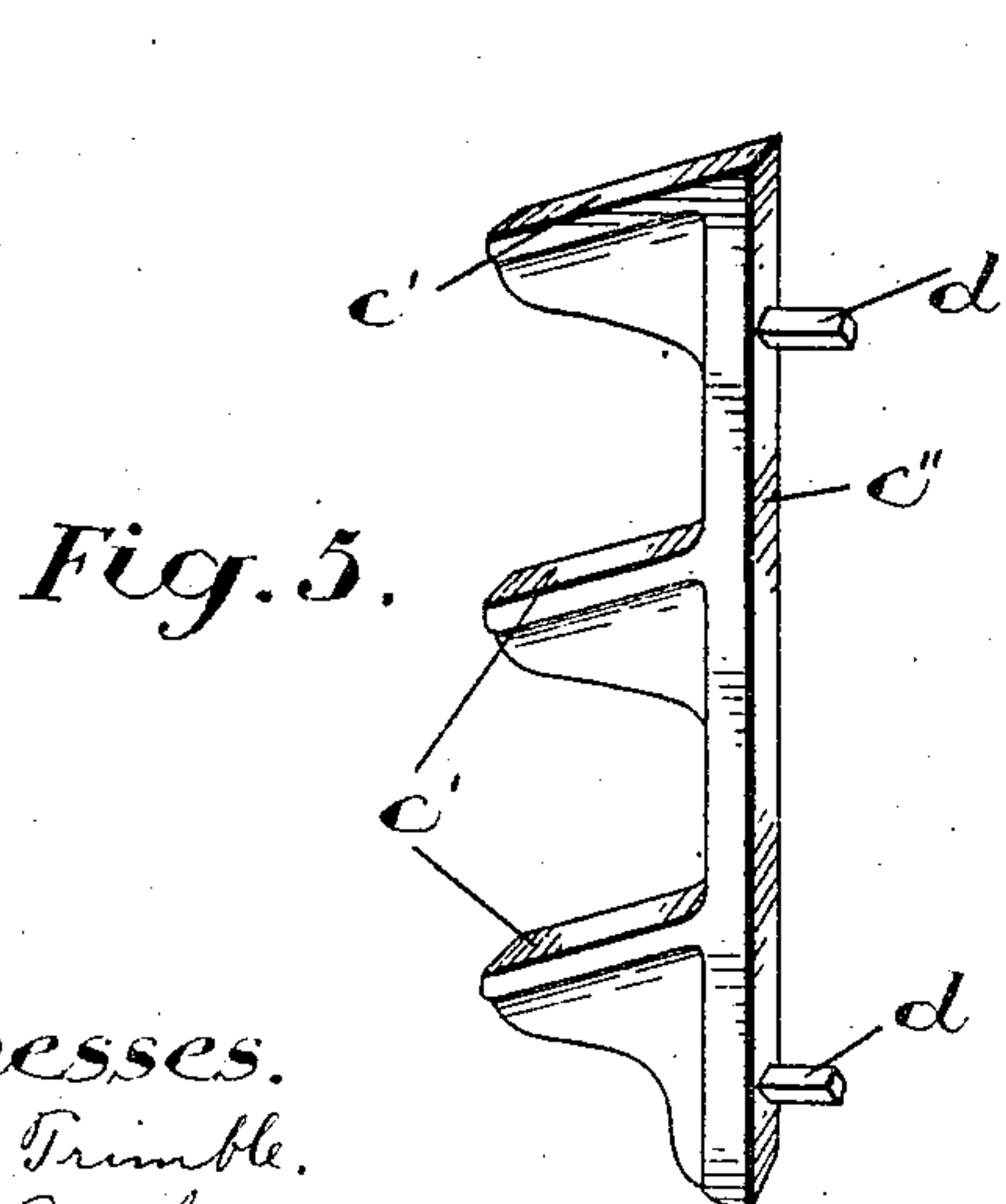


Fig. 5.

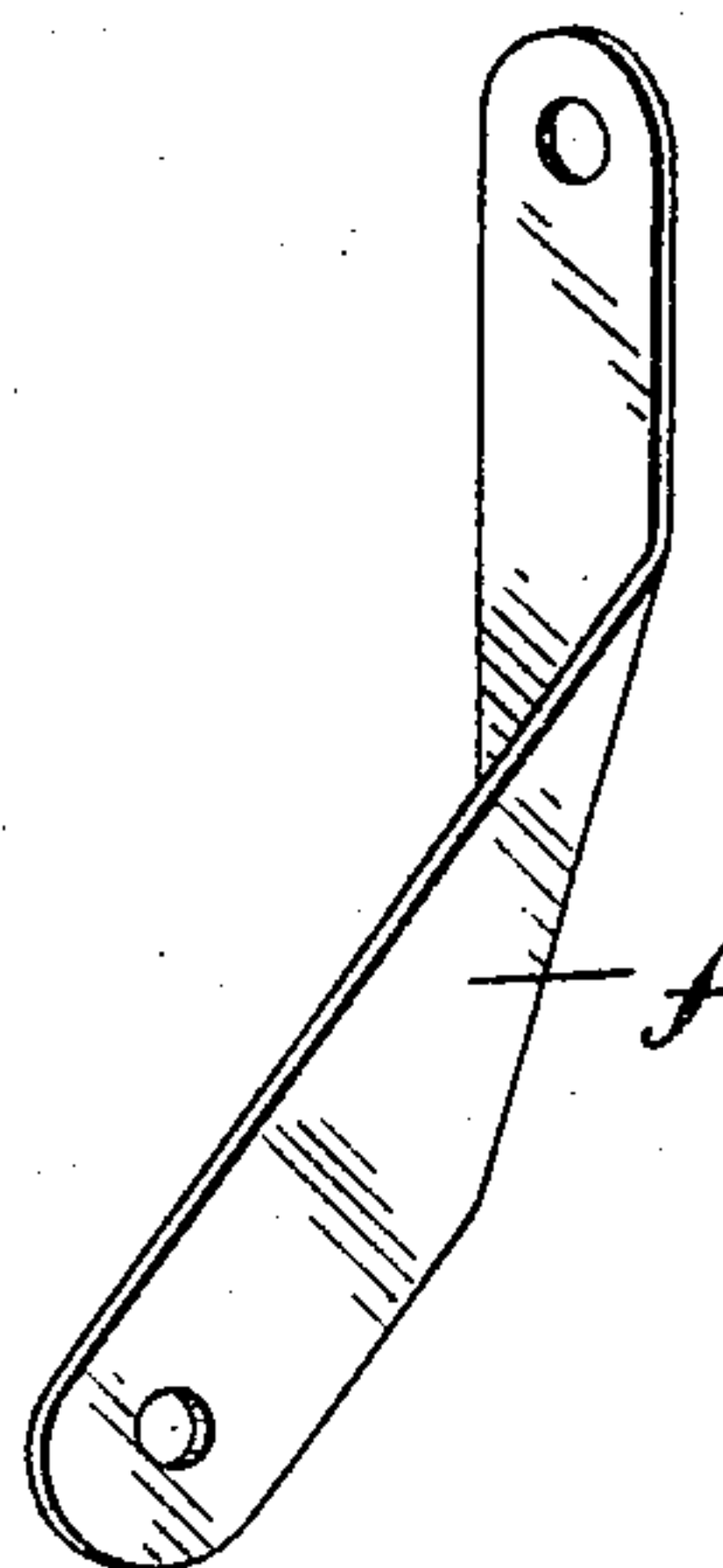


Fig. 6.

Witnesses.
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UNITED STATES PATENT OFFICE.

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WAGON-JACK.

No. 843,772.

Specification of Letters Patent.

Patented Feb. 12, 1907.

Application filed October 14, 1905. Serial No. 282,851.

To all whom it may concern:

Be it known that I, ISAAC SHUPE, of Newmarket, in the county of York and Province of Ontario, Canada, have invented certain new and useful Improvements in Wagon-Jacks; and I hereby declare that the following is a full, clear, and exact description of the same.

This invention relates to a wagon-jack comprising a lifting-lever having a handle portion, an axle-supporting rack connected to one side of the lifting-lever, a brace pivotally connected to the lifting-lever intermediate its ends and arranged to swing beyond the side of the lifting-lever opposite to said rack, and a stop to limit the outward movement of the brace, as hereinafter more fully set forth, and more particularly pointed out in the claims.

For a full understanding of the invention reference is to be had to the following description and to the accompanying drawings, in which—

Figure 1 is a side view of the wagon-jack with the brace closed against the lifting-lever. Fig. 2 is a similar view to Fig. 1 looking at it from the opposite side. Fig. 3 is an end view with the parts in the same position as in Figs. 1 and 2. Fig. 4 is a side view with the brace extended and the lifting-lever in a slanting position. Fig. 5 is a perspective view of the rack, and Fig. 6 is a perspective view of the stop.

Like letters of reference refer to like parts throughout the specification and drawings.

The lifting-jack consists of a lifting-lever *a*, having a handle portion *b* to facilitate its manipulation, a supporting-rack *c*, intermediate the ends of the lifting-lever *a*, having steps *c'* for axles of various heights, and a brace *e*, pivoted to the lifting-lever to support it in its operative position. The rack *c* consists of a unitary casting composed of a series of steps *c'*, a connecting-piece *c''*, uniting the steps *c'*, and two rearwardly-projecting pins *d*, which enter corresponding holes in the lifting-lever *a* to detachably fasten the rack to the lifting-lever. The brace *e* is pivoted to the lifting-lever *a* intermediate its ends, so as to swing beyond the side of the latter opposite to the rack *c*, the outward movement of the brace being arrested by a

stop *f*, connected to the lifting-lever contiguous to the pivot *g*, from which the brace articulates and which engages the brace when in its operative position.

In the use of the invention the lifting-lever is placed in a slanting position beneath the axle of the vehicle, so that one of the steps *c'* can engage the under side of the axle and raise it as the lifting-lever moves toward a perpendicular position, the brace *e* being in an open position, as shown in Fig. 4, to maintain the inclination of the lifting-lever with its load.

A wagon-jack as above described can be easily and cheaply manufactured and conveniently transported from place to place.

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

1. A wagon-jack comprising a lifting-lever, a supporting-rack connected to one side thereof, consisting of a unitary casting composed of a series of steps, a connecting-piece uniting the steps, and rearwardly-projecting pins to enter corresponding holes in the lifting-lever to detachably fasten the rack thereto, a brace pivotally connected to the lifting-lever and a stop connected to the lifting-lever, to engage and hold the brace in its operative position.

2. A wagon-jack comprising a lifting-lever, a supporting-rack connected to one side thereof consisting of a unitary casting composed of a series of steps, a connecting-piece uniting the steps, and pins projecting rearwardly from the connecting-piece and contained in corresponding holes in the lifting-lever detachably fastening the rack thereto, a brace pivotally connected at one end to the lifting-lever intermediate the ends of the latter, and a stop consisting of an angularly-bent piece of metal comprising two arms one of which is securely fastened to the lifting-lever and the other projects into the path of the rearward extension of the brace to engage it when extended to enable it to rigidly brace the lifting-lever.

Toronto, October 9, A. D. 1905.

I. SHUPE.

In presence of—

C. H. RICHES,
H. L. TRIMBLES.