J. F. KLINGLESMITH.

WAGON-JACKS.

No. 194,521. Patented Aug. 28, 1877.

FIG. 1.

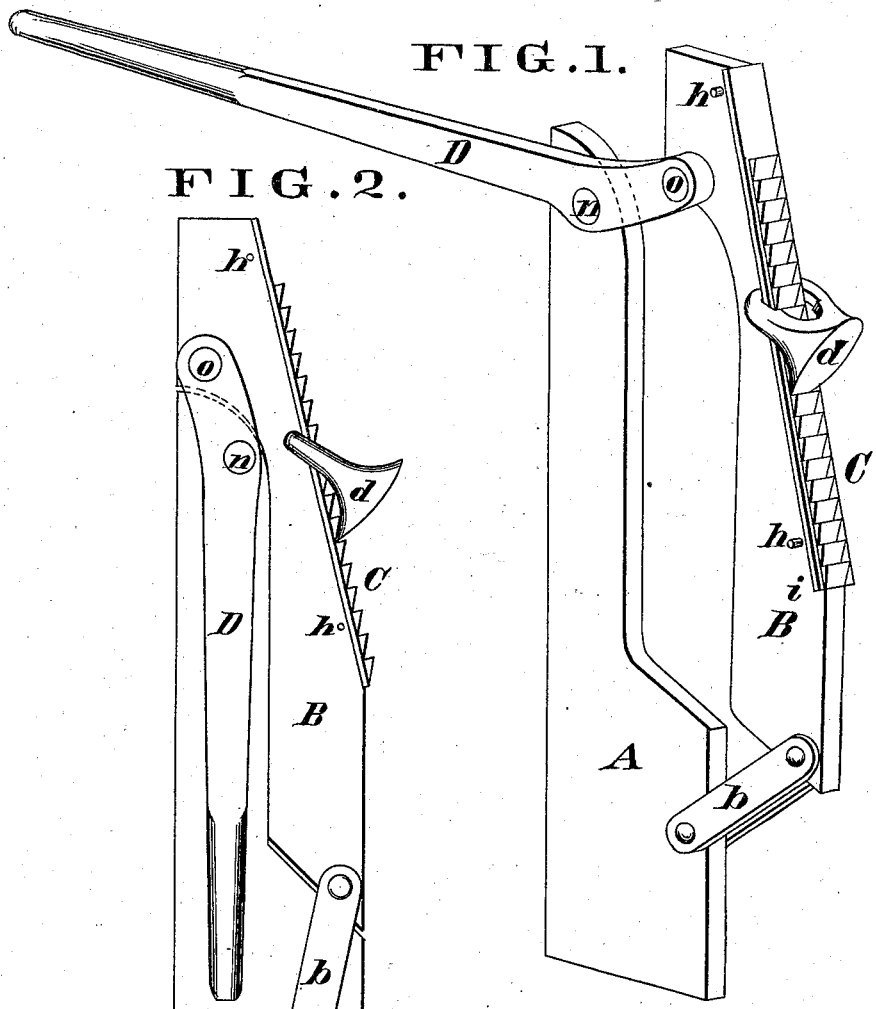


FIG. 2.

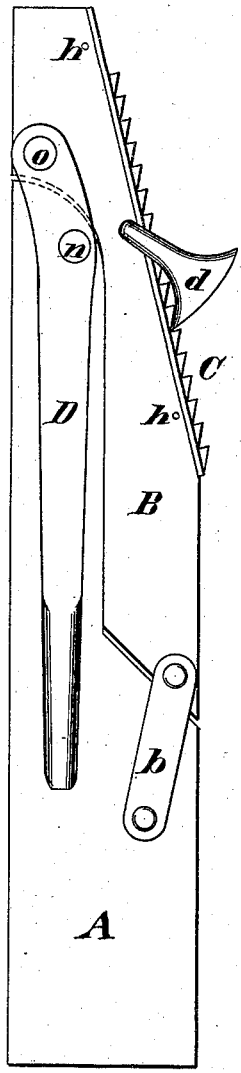
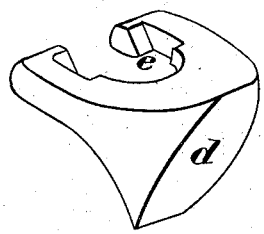


FIG. 3.



ATTEST.

C. Farner

Joseph E. Thare

INVENTOR.

John F. Klinglesmith

Joseph E. Thare Attorney

UNITED STATES PATENT OFFICE.

JOHN F. KLINGLESMITH, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF HIS RIGHT TO CONRAD FARNER, OF SAME PLACE.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **194,521**, dated August 28, 1877; application filed July 18, 1877.

To all whom it may concern:

Be it known that I, JOHN F. KLINGLESMITH, of St. Louis, in the State of Missouri, 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 thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The intent of my invention is to provide a simple and effective jack for the elevation of vehicles while the wheels are being greased. This jack I make adjustable to all varying heights of axle by means of a rack, which has a backward slope to permit it to pass under the axle, and always receive the weight over a center perpendicular to the strain.

To aid in the description of my invention the following drawings are made a part of the specification, the individual parts having corresponding letters of reference.

Figure 1 is a perspective view; Fig. 2, a side view, showing the folded jack. Fig. 3 shows the form of a pawl-stirrup with its lozenge-shaped points *e*.

A and B are sawed, for convenience, out of a single piece of stuff, one and a half inch being amply thick if the timber is good. The part B is connected to A by means of the parallel straps *b b* on the right side of A. The lever D is pivoted at *n*, and attached to B at *o*. The rack C is wider than the thickness of the timber, and securely bolted thereto, having the lower heel set forward by cutting away B until the face for the reception of C is at a vertical angle of about seventy-five to eighty degrees, when the rack is bolted in place, the straps and lever attached, the stirrup *d* may be passed into the rear of the flanges either from top or bottom, the pins *h h* being to hold it from dropping down or from being taken off at top without intention. The straps *b b* may be of thick hoop-iron.

To operate my invention it is only necessary to raise the lever and lower the stirrup to such level as the axle stands at; by passing the jack under the axle and bearing down on the lever the heaviest vehicle is easily raised to permit the wheel to swing clear of the ground.

I claim as my invention—

The movable pawl-stirrup *d*, in engageable contact with C, and retained by *h h*, combined with the strapped frame A B, when operated by lever D, as and for the purpose herein described.

In testimony that I claim the foregoing as my own invention I affix my signature in presence of two witnesses.

JOHN F. KLINGLESMITH.

Witnesses:

JOSEPH E. WARR,

C. FARNER.