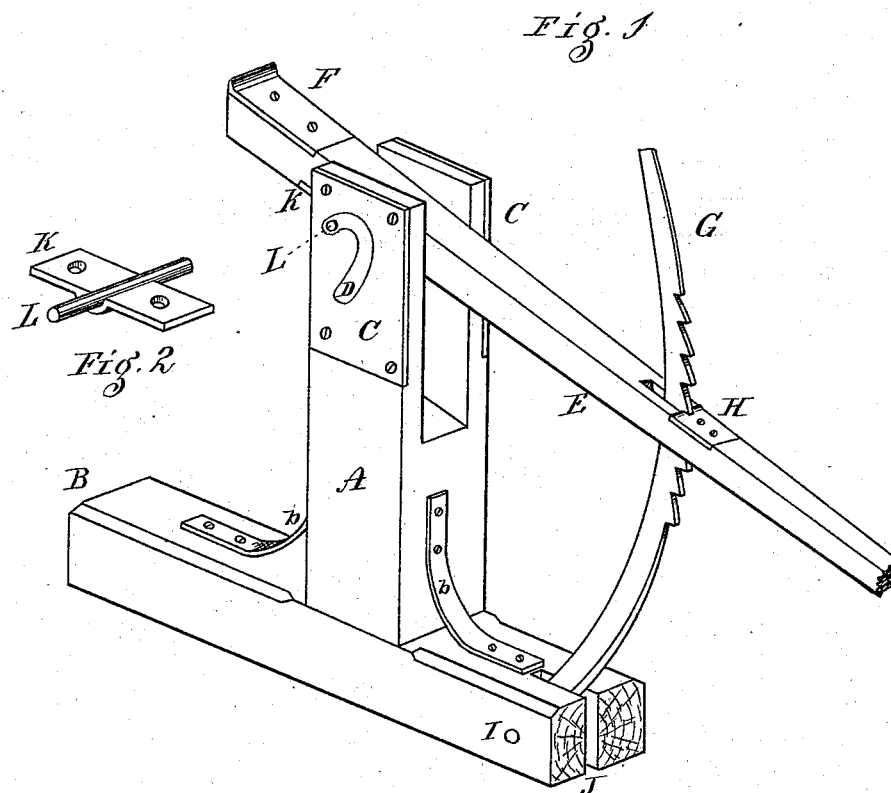


P. L. EPLER.
Lifting-Jack.

No. 217,206.

Patented July 8, 1879.



WITNESSES:

Christian Epler
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PETER L. EPLER, OF ELIZABETHTOWN, PENNSYLVANIA.

IMPROVEMENT IN LIFTING-JACKS.

Specification forming part of Letters Patent No. **217,206**, dated July 8, 1879; application filed May 22, 1879.

To all whom it may concern:

Be it known that I, PETER L. EPLER, of Elizabethtown, in the county of Lancaster and State of Pennsylvania, have invented certain Improvements in Lifting-Jacks for Vehicles, of which the following is a specification.

This invention relates to a class of lifting-jacks in which a central upright on a base-piece with a rack and lever is employed under various arrangements.

The novelty consists in the mode of adjusting the fixed pin of the lever and hinging the curved rack-bar, so as to make a simple, strong, cheap, and more efficient jack, and specially adapted to the front and hind wheels of vehicles.

The accompanying drawings, with the letters of reference marked thereon, with a brief explanation, will enable those skilled in the art to make and use the same.

This has much that is common to numerous devices, as shown by Figure 1—the base-piece or foot B, with a slot, J, in one end, a pin, I, which forms a pivot for the curved rack-bar G, with its teeth on the outer face, and the fixed pawl or holding-plate H on the lever E, slotted for the reception of the rack-bar. This lever has a fixed pin or fulcrum, L, resting in a box-like plate, K, (shown by Fig. 2,) which is affixed under the lever-arm. Said lever sets into a slot in the upper end of an upright, A, in the ordinary manner, to which side plates, C, are secured, which are provided with a curved slot and fulcrum-bearings D—one at the upper and another at the lower end—for the fulcrum-pin L to rest in.

b b show the ordinary braces. There is also a hold-plate, F, on the end of the lever. The object is to have the several plates K, C, F, and H cast, as also the rack-bar G and braces b, or made of wrought-iron, ready to affix to hard wood of sufficient strength, which is easily

made, and the plates, rack, and pins affixed at a trifling cost.

The greatest advantage is found practically in raising or adjusting the lever with its fixed pin in the curved slot from the lower seat, adapted for the front wheels, and easily and speedily set into the upper seat to adapt it for the hind wheels.

The hinged rack-bar, in combination with the curved two-seated slot, (an intermediate seat or two,) could also be made in the same plate, if desirable; but the object is to construct a strong, cheap, and easily-adjusted jack, more especially adapted to the ordinary front and hind wheels of vehicles.

This simple jack, in competition with others of more complicated fixings and different arrangement, has been considered the most simple and efficient lifting-jack out of a number of the like class, but differing substantially in the specified arrangement and construction of the parts as a whole, in which its merits consist.

I am aware, therefore, that I cannot claim any distinct feature as substantially new; but I do claim as a whole that the specified arrangement is novel and useful in combination and manner of operation, in which its superiority and cheapness consist, and is believed to be a decided improvement. Therefore

What I desire to secure in a lifting-jack is—
The combination of the side plates, C, provided with a two-seated curved slot, D, fulcrum box and lever, fulcrum-pin K L, slotted lever E, and hinged rack-bar G, the whole arranged and operating as and for the purpose specified.

PETER L. EPLER.

Witnesses:

CHRISTIAN EPLER,
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