W. H. CROUT.

WAGON JACK.

APPLICATION FILED JULY 16, 1920.

1,413,262. Patented Apr. 18, 1922.

Fig. 1

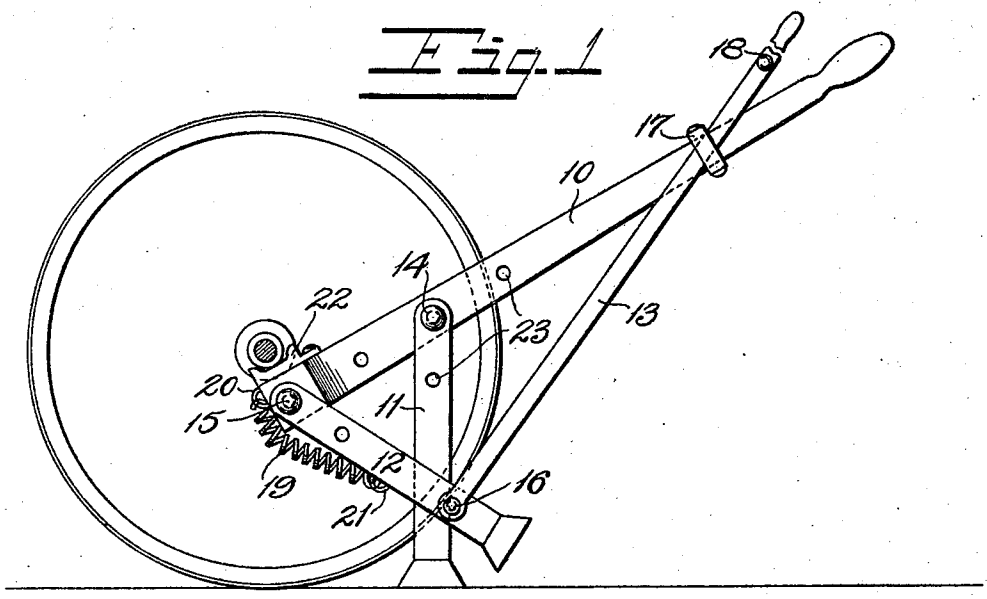
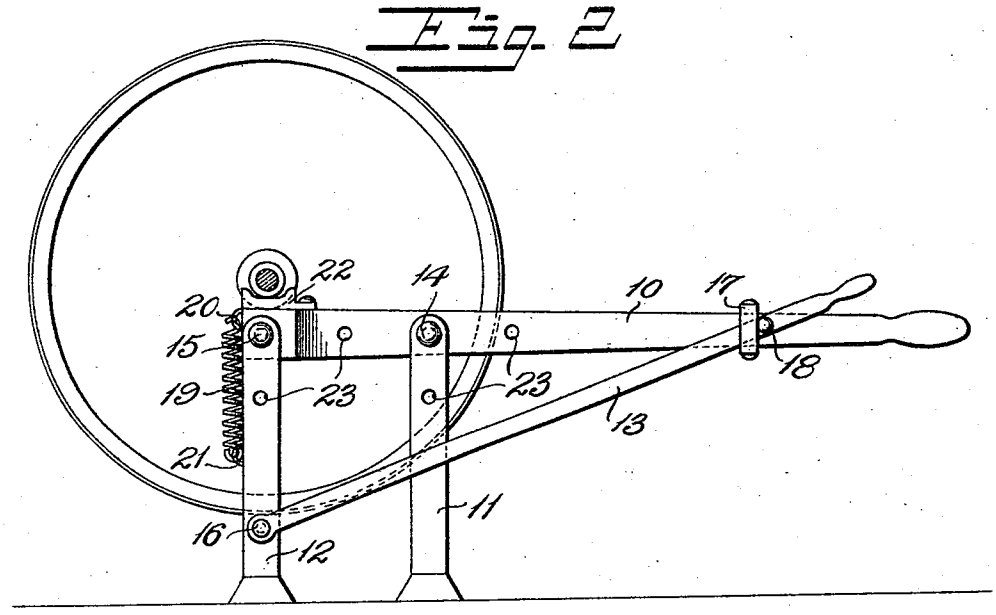


Fig. 2



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WAGON JACK.

1,413,262. Specification of Letters Patent. Patented Apr. 18, 1922.

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To all whom it may concern:

Be it known that I, WILLIE HENRY CROUT, a citizen of the United States, residing at Conway, Arkansas, have invented new and useful Improvements in a Wagon Jack, of which the following is a specification.

This invention relates to improvements in wagon jacks.

The foremost object of the invention is to provide a wagon jack which embodies the elements of strength and lightness and which insures quick manipulation and thorough reliability.

A further object is to provide a jack wherein a lever is so arranged that the minimum amount of energy is required to raise the wagon to the desired height and which also embodies means which automatically moves into position when the wagon has been so raised, to retain the same in its raised position.

Various other objects and advantages of my invention will become apparent during the continuance of the following description.

In the drawings:

Fig. 1 is a view in side elevation showing my invention in its preferred embodiment and as engaged with a wagon prior to raising the latter to the desired height.

Fig. 2 is a view in side elevation showing my invention after the wagon has been raised and the supporting standard has automatically moved into an operative position.

My invention, in its preferred embodiment, consists of a main operating lever 10 which may be constructed of any suitable or desirable material. A standard 11 forming a fulcrum, a main supporting standard 12 and a guide rod 13 for the supporting standard 12.

The standard 11 is preferably pivotally connected to the lever 10 and a point beyond the center of said lever, as at 14 so that the desired leverage can be obtained. The standard 12 is also pivotally connected to the lever 10 adjacent to one end of the latter as at 15 so that it will be approximately directly beneath its point of contact with the wagon.

The guide rod 12 is pivotally connected at one end of the standard 12 as at 16 and its other end passes through an eye 17 which is carried by the lever 10, the said guide rod carrying a stud 18 to engage the eye 17 and thus limit movement of the standard 12 against the tension of a spring 19 which is connected at one end to the lever 10 as at 20 and at its other end to the standard 12 as at 21. From this construction it will be observed that while the standard 12 is permitted to fold backwardly toward the standard 11 into a position such as shown in Fig. 1 its movement in the opposite direction beyond a point at right angle to the lever 10 is effectually prevented. The spring 19 tends to retain the standard 12 in a position at right angles to the lever 10.

In order to facilitate its engagement with the wagon the end of the lever 10 which carries the standard 12 may be equipped with an engaging block 22 as shown in both Figures 1 and 2.

In operation the standard 11 is engaged with the ground and the adjacent end is slipped under the axle of the wagon as shown at Figure 1 which of course brings the opposite end of the lever into an elevated position and causes the standard 12 to be folded backwardly into the position shown. As pressure is applied to the free end of the lever and the opposite end is elevated the spring 19 causes the standard 12 to be moved toward its normal position. When the standard 12 reaches its normal position pressure on the free end of the lever 10 may be removed and the standard 10 will effectually support the wagon in its elevated position, the standard 11 still acting as the fulcrum for the lever.

In view of the different types of wagons it is deemed advisable to make both standards adjustable. While I do not wish to limit myself to any particular form of adjustment I have shown the standards in this instance provided with openings 23 so that the lever 10 can be raised or lowered should occasion so require.

In the foregoing it is believed that the advantages and novel features of my invention will be readily understood and therefore further detailed description is deemed unnecessary.

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

1. In a wagon jack an operating lever having a load-bearing end and a handle-end, a supporting standard pivotally connected to said lever adjacent the load-bearing end, a second supporting standard pivotally connected to said lever beneath the load-bearing end, means to limit the pivotal move-

ment of the second standard in one direction with respect to said lever, and tensionable means yieldingly resisting movement of said second standard in an opposite direction, said tensionable means normally tending to hold the second standard in supporting position beneath the load-bearing end of the lever, and a load receiving block mounted at one end of the lever and in line with the second standard thereof.

2. A wagon jack comprising a main operating lever having a load-bearing end and a handle-end, a supporting standard pivotally supporting the lever adjacent the load-bearing end, a swinging support standard pivotally connected to the lever in line with the load-bearing end, means for tensionably connecting the swinging standard to the lever and serving to retain the former in supporting position beneath the latter, a guide rod having one end pivoted to the support standard and a handle-end slidable across the lever, an eye-member mounted on the lever for embracing the handle-end of the guide rod, a stop on the guide rod at a point beyond the eye-member and serving to abut with the latter to limit sliding movement of the rod in one direction, said rod providing means for manually withdrawing the swinging standard from supporting position beneath the load-end of the lever, said lever and said standards being respectively provided with a series of pivot-openings whereby the parts may be relatively adjusted.

WILLIE HENRY CROUT.

Witnesses:
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