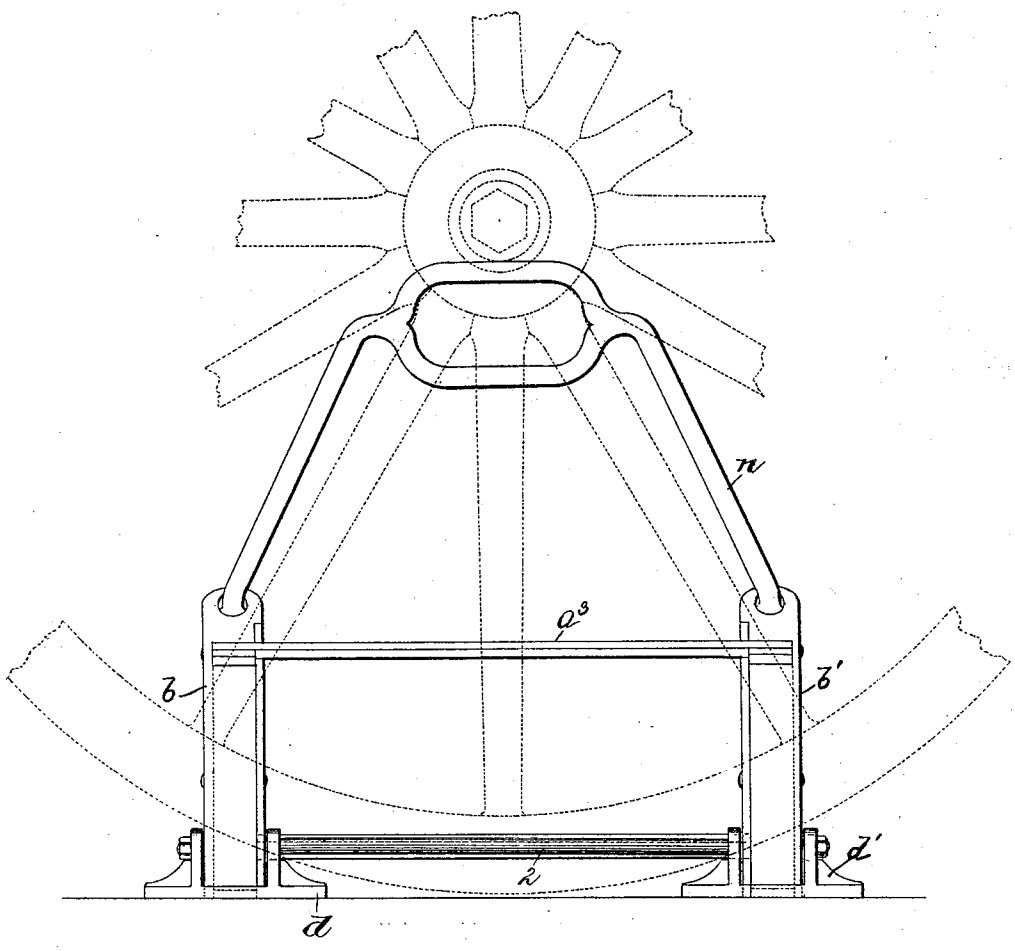
(No Model.) 2 Sheets—Sheet 1.

C. H. DWELLY.

WAGON JACK.

No. 457,309. Patented Aug. 4, 1891.

Fig. 1.



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(No Model.)

2 Sheets—Sheet 2.

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WAGON JACK.

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Fig: 2.

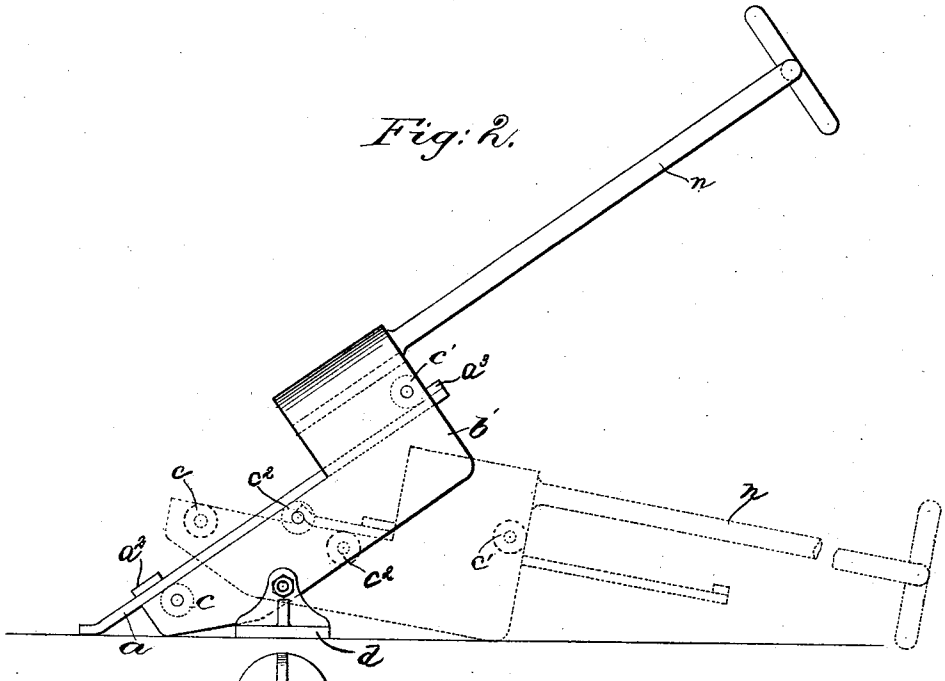
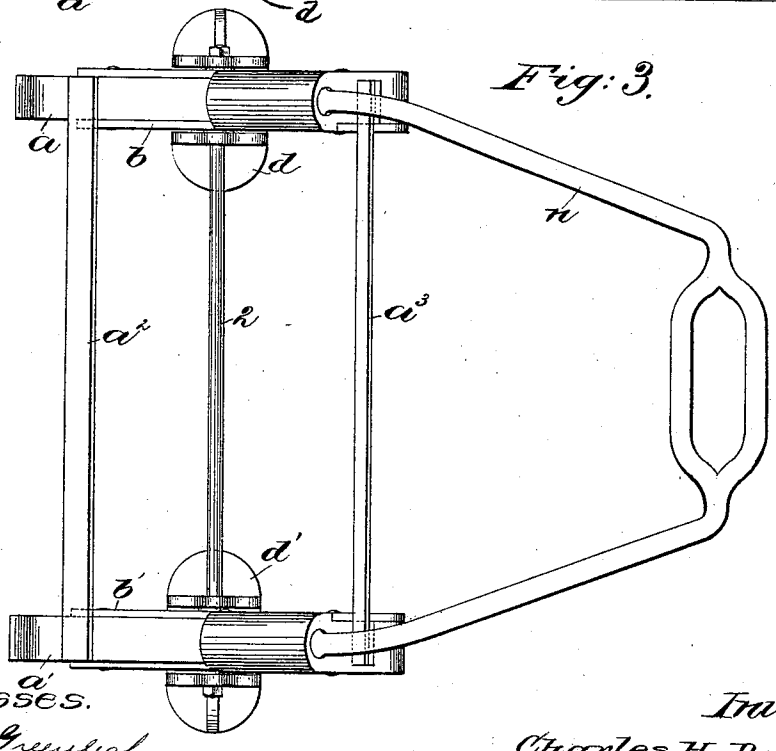


Fig: 3.



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UNITED STATES PATENT OFFICE.

CHARLES H. DWELLY, OF WEST HANOVER, ASSIGNOR OF ONE-HALF TO SAMUEL N. TURNER, OF HANOVER, MASSACHUSETTS.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 457,309, dated August 4, 1891.

Application filed December 12, 1890. Serial No. 374,448. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. DWELLY, of West Hanover, county of Plymouth, State of Massachusetts, have invented an Improvement in Wagon-Jacks, of which the following description, in connection with the accompanying drawings, is a specification, like letters and figures on the drawings representing like parts.

This invention has for its object to improve the construction of jacks especially adapted for removing wagon-wheels for the purpose of oiling the axles.

In accordance with this invention the jack consists of a frame, which is adapted to be placed under the tire or, it may be, the felly of the wheel, and a pivoted support for said frame, which upon being turned on its pivot by suitable means provided causes the frame to turn on the same fulcrum to thereby raise the wheel. The frame is made to slide freely on its support, and when turned on the fulcrum so far as to raise that end of the frame which sustains the wheel from a point below the fulcrum to a point above it the said frame will be moved on its support by the weight of the wheel on it and will carry the said wheel with it to thereby expose a large portion of the axle which is to be oiled. The jack may hold the wheel in this position while the axle is being oiled, and then by returning the pivoted support to its normal position the sliding frame will be also returned to its normal position and the wheel restored.

Figure 1 shows in front elevation the wagon-jack embodying this invention; Fig. 2, a side view of the wagon-jack shown in Fig. 1; Fig. 3, a top view of the wagon-jack shown in Fig. 1.

The frame which supports the wheel consists of two parallel end pieces $a\,a'$, connected by parallel cross-bars $a^2\,a^3$ to thereby form a rectangular frame. The end pieces $a\,a'$ at the lower ends project forward and are slightly upturned or bent, as best shown in Fig. 2. This rectangular frame is mounted on a support, herein represented as two end blocks b b', made substantially alike and formed with guideways, which are provided with guiding-rollers c c' c^2, (see dotted lines, Fig. 2,) one above and the other below the frame. The guiding-rollers permit the rectangular frame to slide freely back and forth on the support. The end blocks $b\,b'$ each have a projection on its upper side, to which a suitable foot-lever n is rigidly secured, said lever being made bail-shaped, as shown in Fig. 3, and as connecting the two block $b\,b'$ to move them simultaneously. The blocks b b' are mounted on a rod 2, supported in suitable base-blocks or foot-pieces $d\,d'$ of any well-known or suitable construction. The rod 2 holds the foot-pieces $d\,d'$ firmly in alignment and also in other relative positions, and the end blocks b b' being pivoted thereon said blocks are likewise held in their relative positions.

The operation of the jack is as follows: The usual nut having been removed from the axle, the lower ends of the end pieces $a\,a'$ are placed beneath the tire or, it may be, the felly of the wheel, and with the wheel thus supported the lever n is depressed and the blocks $b\,b'$ are turned on their pivots into the dotted-line position shown in Fig. 2. As the blocks b b', which constitute the support for the wheel-sustaining frame are thus turned on their pivots the lower end of the said frame is raised from a point below its fulcrum 2 to a point above its fulcrum 2, and as soon as said frame occupies such position it will be moved by the weight of the wheel on it rearwardly upon the guiding-rollers into the dotted-line position shown in Fig. 2, the wheel moving with it, and thereby exposing a portion of the axle as great as the movement of the frame. The exposed axle being properly oiled, the foot-lever n is raised, and as soon as the rear end of the frame is raised to a point higher than the fulcrum 2 the wheel will act to return said frame to its normal position or the full-line position shown in Fig. 2.

I claim—

1. In a wagon-jack, the pivoted supporting-frame, combined with the slidable wheel-sustaining frame thereon, substantially as described.

2. In a wagon-jack, the pivoted supporting-frame and foot-lever n, combined with the slidable wheel-sustaining frame thereon, substantially as described.

3. In a wagon-jack, the pivoted supporting-

frame, combined with the slidable wheel-sustaining frame consisting of the end pieces *a a'*, having upturned lower ends, and cross-bars connecting said end pieces, substantially as described.

4. In a wagon-jack, the supporting-frame consisting of the end-blocks *b b'*, having guide-ways thereon, the pivoted rod 2 and foot-pieces, and the foot-lever *n*, combined with the slidable wheel-sustaining frame, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES H. DWELLY.

Witnesses:
H. G. BROOKE,
LLOYD BRIGGS.