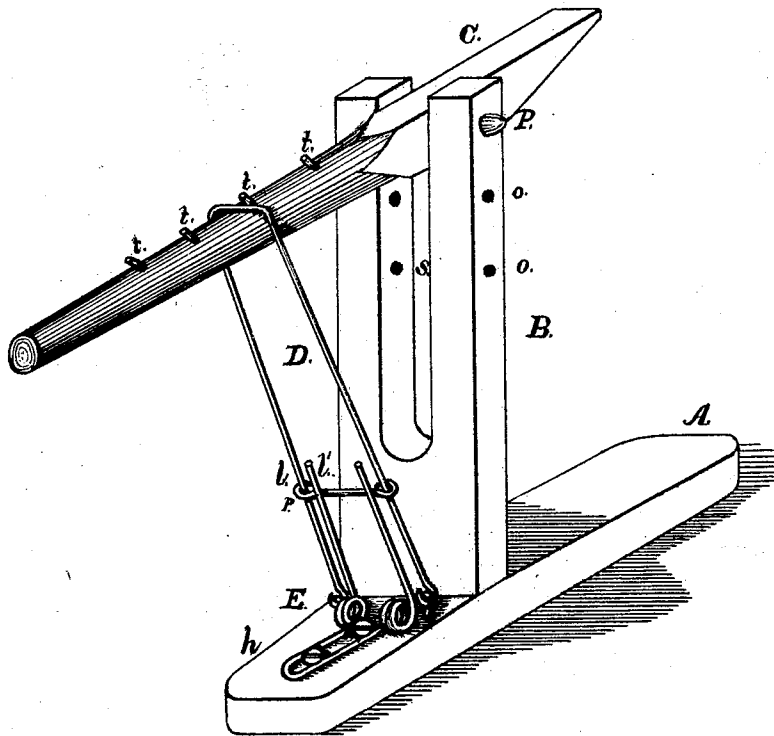


M. BUCK.
Wagon-Jacks.

No. 145,046.

Patented Dec. 2, 1873.



Witnesses,
B. H. Parsons.
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Inventor,
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UNITED STATES PATENT OFFICE.

MARTIN BUCK, OF NORTH RUSH, NEW YORK.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **145,046**, dated December 2, 1873; application filed October 16, 1873.

To all whom it may concern:

Be it known that I, MARTIN BUCK, of the town of North Rush, in the county of Monroe and State of New York, have invented a Wagon-Jack, of which the following is a specification:

My improvement relates to a wagon-jack by which one side of a loaded, partly-loaded, or empty wagon or carriage may be raised from the floor or ground for the purpose of lubricating its axles, or any other desirable object. Its object is to aid in greasing or oiling the axles of wagons or carriages in a more speedy and better way than the same can be done by any other means now known to be in use. It consists in a wood bed-piece resting on the floor or ground, with a slotted upright standard framed into the same, a lever pivoted in said slot having metal pins along the spine of the lever, for the purpose of holding a metal loop attached to the bed-piece, which loop is operated by a spiral spring affixed, also, to said bed-piece.

Reference is had to the drawing accompanying this specification, and to the letters and figures of reference marked thereon, and in which like letters refer to like parts throughout the same.

The drawing is a perspective view of my improvement, and represents the wagon-jack as standing on the ground or floor, A being the base; B, the upright or standard; C, the lever; D, the stay or loop; E, the spiral spring; *p*, the cross-bar; *l l'*, shanks of the spring; and *t t t*, studs for staying or holding the loop in position while the wagon is held in place for the operation of lubricating the axles. The base A, standard B, and lever C, are of oak timber, all the other parts being metal, and all, whether of wood or metal, are proportioned relatively to suit the size of the jack, which size is optional with the operator.

A represents the base, or that part resting on the ground, and is made about two and one-half to three feet long, six to eight inches wide, and, for a one-horse wagon or buggy, two inches thick. B is the vertical piece or standard, which is framed into the base A, and firmly secured to the same. C is the lever, inserted in the slot *s* at the top of the standard B, and is supported by, and pivoted on, the pin P. It is about four feet long, three inches wide, and two thick, sloped and rounded

in the usual form for a handle or lever. S is a slot in the standard, made to suit the thickness of the lever, and in which slot the lever slides up or down, to suit the height of the vehicle to be raised. P is the pin or pivot on which the handle operates, which is adjusted to the height desired by changing the pin to either of the perforations *o o o*. *t t t* are studs of metal, inserted in the top or back of the handle, which are inserted sloping a little backward of a right angle to the line of the length of the same, for the purpose of holding the loop D, after the wagon is raised in position, at any desired point. D is the loop or stay, the lower end of which is attached, with hooks and staples, to the base of the jack. E is the coil or spiral spring, formed of suitably-sized wire, the fold of which extends out on, and is secured to, the base, by screws, and the coil is brought into the angle of the base A and standard B, having the two ends *l l'* of the same extend upward on the standard of the jack about eight to ten inches, as desired, and are operated by the spring bringing the cross-bar to bear against the same. The cross-bar *p* is intended for the purpose of securing the two sides of the loop D laterally, and especially for operating the same by receiving the force of the spring through the wire shanks *l l'*, when released from the studs *t t t*. *l l'* are the two ends of the wire which form the spring or shanks extending up the loop, and as the loop is brought back on the handle and held there by the studs *t t t*, on releasing the same the spring or coil, acting through the shanks, forces the loop or causes it to fly back against the standard B, where it is held by the same until the loop is again required for use.

Having described my improvement, what I claim, and desire to secure by Letters Patent, is—

The combination of the base A, standard B, and lever or handle C, with the coil-spring E, loop D, cross-bar *p*, shanks *l l'*, and studs *t t t*, as substantially herein described and specified.

In testimony whereof I have hereunto set my hand this 11th day of October, A. D. 1873.

MARTIN BUCK.

Attest:

B. F. PARSONS,
A. C. PARSONS.