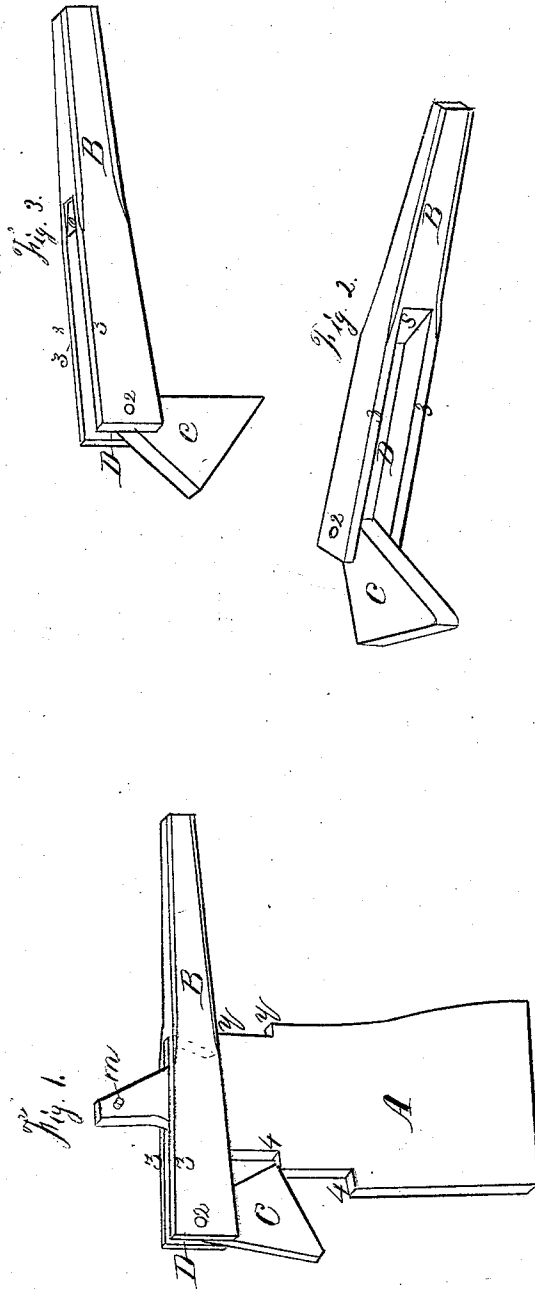


J. F. Seaman,

Lifting Jack.

No. 93,484.

Patented Aug 10. 1869.



Witness
J. P. Hunter
Levi Bontow

John F. Seaman

United States Patent Office.

JOHN F. SEAMAN, OF CORTLANDVILLE, NEW YORK.

Letters Patent No. 93,484, dated August 10, 1869.

IMPROVED CARRIAGE-JACK

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN F. SEAMAN, of Cortlandville, in the county of Cortland, and State of New York, have invented a new and improved Wagon-Jack; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, in which—

Figure 1 is a side view of my invention.

Figure 2 is a top view of lever B, in which the bevelled shoulder *s*, at the inner terminus of the slot D, is clearly shown.

Figure 3 is a bottom view of lever B, in which the cavity or hollowed space *o*, at the lower side of the shoulder *s*, is shown, being for the purpose hereinafter described.

Similar letters of reference indicate corresponding parts in the three figures.

The nature of my invention consists in a novel arrangement of the lever B with a bevelled shoulder, *s*, from the top of the lever, and a cavity or hollowed space, *o*, at the lower side of the lever B, at the inner terminus of the slot D, together with the arrangement and peculiar shape of the step *c* and standard-board A, as hereinafter described.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents a standard-board, made a little longer than the usual space of wagon-axle-trees from the ground.

B represents a lever, having in it a slot, D, made of sufficient width and length to fit easily upon the top of the standard-board A, as seen in the three figures.

The shoulder *s* is bevelled, as seen in fig. 2, so as to admit of raising the handle of the lever B without throwing the lower bearing of the shoulder *s* away from the edge of the standard-board A.

Under the lever B, at the point where the shoulder *s* bears on the notches *y*, a cavity or space, *o*, is cut, so that the shoulder rests properly on the notches, (when the lever is in use,) as seen in fig. 3.

C represents a step, which is fastened into the outer end of the slot D, being fastened thereto in a jointed manner, by means of a pin, *n*, which passes through the two jaws 3 3 of lever B, as shown in figs. 2 and 3.

The step C is made in a triangular shape, so that being hung at one corner, upon the pin *n*, it naturally

falls against the sides of the standard-board A, and catches upon the notches 4 when the axle is raised.

The standard-board A is made broad at the bottom, so as to avoid the liability of the axle to fall or the jack to tip over when the wagon-wheel is taken off.

It is tapered to a narrow point at the top, having notches *y* cut in one side of the standard-board, and notches 4 cut in the other side of the board A, of proper shape to fit the peculiarly-shaped cavity or space *o* in the lever, as shown in fig. 3.

The notches 4 are cut so as to fit the bottom of the step C.

At the top of the standard-board A is inserted a pin, *m*, of sufficient size and length to prevent the lever B from being lifted off from the standard-board, when the jack is raised up.

The operation is as follows:

The jack is placed under the axle, having the axle to bear over the step C.

The shoulder *s* of the lever B, at the inner point of the slot D, should rest on one of the notches *y*, at a proper height to raise the axle as desired, when the operator bears downward upon the handle of the lever which raises the axle.

The triangular-shaped step C then falls against and rests upon one of the notches 4, so as to keep the axle up, that the wheel may be readily removed or turned around, in greasing or painting, as desired.

I do not claim, broadly, the lever B, but simply its construction and arrangement, as set forth in my claim below, as levers of wagon-jacks are old and well-known; neither do I claim making a wagon-jack with notches or catches; nor do I claim constructing a jack with dogs or ratchets, for all the above are well known; but having thus described my invention,

What I do claim as new, and desire to secure by Letters Patent, is—

The construction and arrangement of a wagon-jack, consisting of the lever B, having the slot D, with a shoulder bevelled from the upper side, and a cavity or depression on the under side, at the inner terminus of the slot, the step C, and the tapering double-notched standard-board A, all arranged as and for the purpose set forth.

JOHN F. SEAMAN.

Witnesses:

S. R. HUNTER,
LEWIS BOUTON.