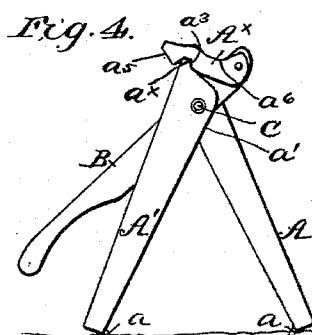
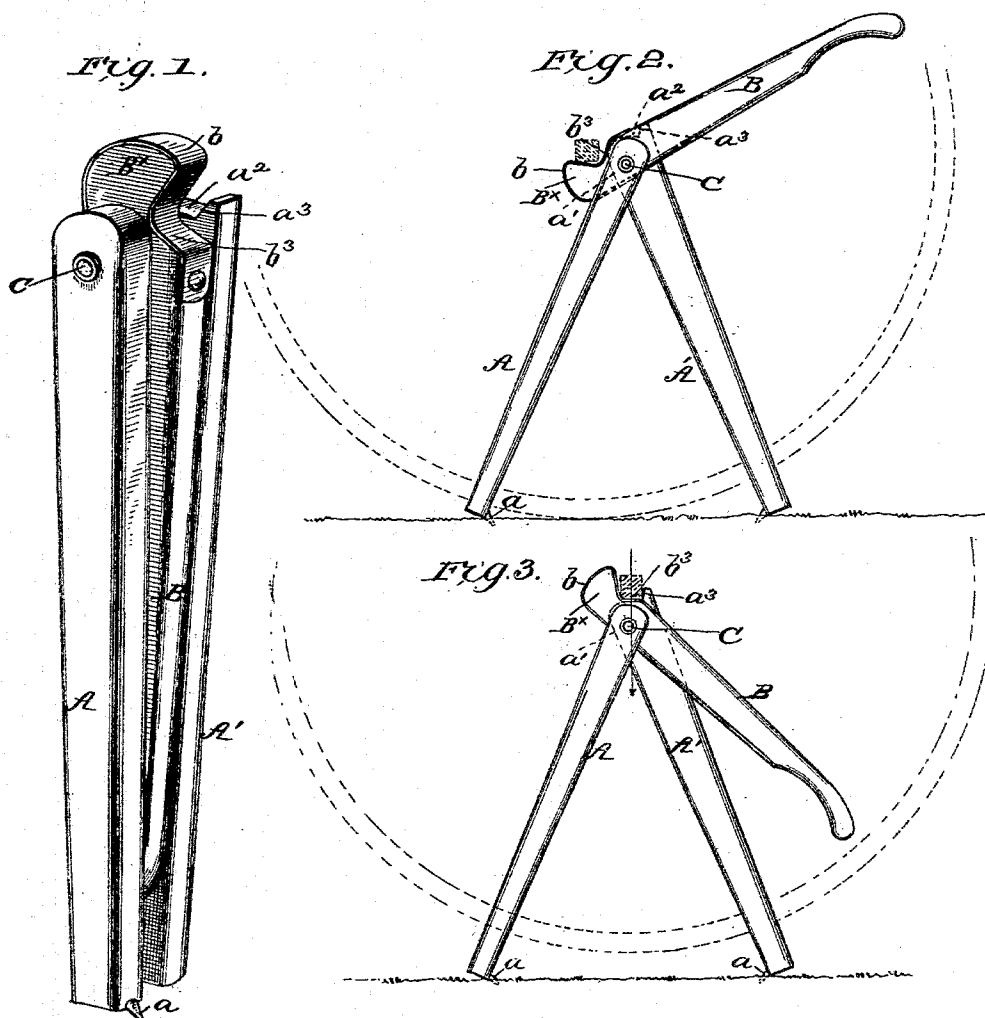


(No Model.)

L. L. KELLOGG.
WAGON JACK.

No. 516,057.

Patented Mar. 6, 1894.



WITNESSES:

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LUKE L. KELLOGG, OF LEON, NEW YORK.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 516,057, dated March 6, 1894.

Application filed August 2, 1893. Serial No. 482,182. (No model.)

To all whom it may concern:

Be it known that I, LUKE L. KELLOGG, residing at Leon, in the county of Cattaraugus and State of New York, have invented a new and Improved Wagon-Jack, of which the following is a specification.

My invention has for its object to provide a simple and inexpensive wagon jack, which will adjust itself to any height of wagon without the necessity of changing any of its parts, which will keep the wagon from going back or ahead; it serving, when properly adjusted to lock the axle from such movement.

The invention consists in the peculiar combination and novel arrangement of parts, all of which will hereinafter be fully described, and particularly pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of my improved wagon jack. Fig. 2 is a view illustrating the manner in which the jack is applied to the axle to raise the wheel. Fig. 3 is a similar view, showing the position of the several parts after the wheel is elevated and the axle held to its locked position. Fig. 4 is a view of a modification hereinafter referred to.

My improved jack is formed of three members, pivotally connected at one end, two of which, form the strut or supporting frame, while the other, which is disposed between the strut members, forms the lifting lever.

It will be noticed by reference to Figs. 2 and 3 that as the strut members A A' are pivotally connected at their upper ends, their lower ends are capable of being set apart a distance depending upon the height of the axle, thereby rendering the supporting frame capable of being readily set under axles of different heights.

a indicates spurs at the lower ends of the members A, which serve to hold them from spreading after they have been properly adjusted.

Referring now more particularly to Fig. 2, it will be noticed that the member A' has its upper portion formed of a greater width than the outer one, and while the pivot pin C passes centrally through the front member, it passes through one edge a' of the member A', such construction providing a seat or rest portion a² on the upper face of the member A' at one

side of its fulcrum, which seat terminates at a shoulder or jaw a³. It will be also observed that the lever B is eccentrically pivoted on the pivot pin C, and has its upper end projected beyond such pivot. When the jack is made of wood the projecting end B^x has its seat portion covered with a metal facing b, and such seat portion is arranged to be in substantially the same horizontal plane with the pivot pin when the lever is at its highest position as shown in Fig. 2. So far as described it will be seen that as the lever B is eccentrically pivoted, its lift end will serve, as the handle end is depressed, to lift the axle and at the same time move it up over and beyond the pivot or fulcrum point, and as soon as it passes beyond such pivot point, the weight of the axle will be shifted to rest on the inner face portion b³ of the lever's seat, and on the rest portion of the rear member A', and serve to hold the lever down to its depressed position, and also to hold the axle from back or forward movement, as it becomes locked, in a vise like manner between the shoulder or jaw a³ on the arm A' and the front bearing face of the lever, as most clearly shown in Fig. 3.

From the foregoing description in connection with the drawings, it is thought the novel advantages of my improved jack will readily appear. By arranging the several parts in the manner shown and described a very inexpensive and simple construction is provided, of great leverage power; and which can be quickly adjusted for use with different height axles.

In Fig. 4 I have shown a slightly modified form of jack, which is especially adapted for use for lifting the axle of large wagons. In such construction an extra jaw A^x is used which is pivoted at one end to the end of a lever B, its free end having an undercut recess a^x and a beveled front end a⁵ which end when the lever B is depressed rides up over shoulder a³ and locks the lever to its depressed position, and such extra jaw has a lifting seat a⁶ as shown.

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

1. A wagon jack formed of a pair of strut members, pivotally joined at their upper end

by a cross pin, one of such members having an enlarged portion projected to form a seat extended beyond the fulcrum point, a lifting lever or arm pivoted between the strut members, formed with a seat or lift portion adapted to engage the axle and when the lever is swung down to shift the axle onto the seat portion of the strut members, all arranged substantially in the manner and for the purposes shown and described.

2. The combination, with the strut members A A', the member A' having an enlarged portion at its upper end forming a seat or rest, a pivot pin C passed centrally through member A, and eccentrically through member A', of the lever B eccentrically pivoted on the pivot pin C, its front end formed with a seat portion b^3 , all substantially as shown and described.

3. The combination with the strut arms A A', the arm A' having a seat or rest a^3 and a lug or jaw a^3 on its upper face, and the pivot

pin C passed centrally through the member A and eccentrically through member A', of the lever B eccentrically pivoted on pin C, its front end having a seat portion b^3 , all arranged substantially as shown and for the purpose described.

4. A wagon jack, formed of a pair of pivoted members, one of such members having an extension formed with a lug, at one side of its pivot, a lever eccentrically pivoted on the pivot bolt and between such members and having a pivoted jaw at its upper end, having a lifting seat on its upper face, and a lock portion or recess on its under face adapted to engage the lug on the aforesaid pivoted member, all substantially as and for the purpose described.

LUKE L. KELLOGG.

Witnesses:

W. H. ELDREDGE,

T. J. DAY.