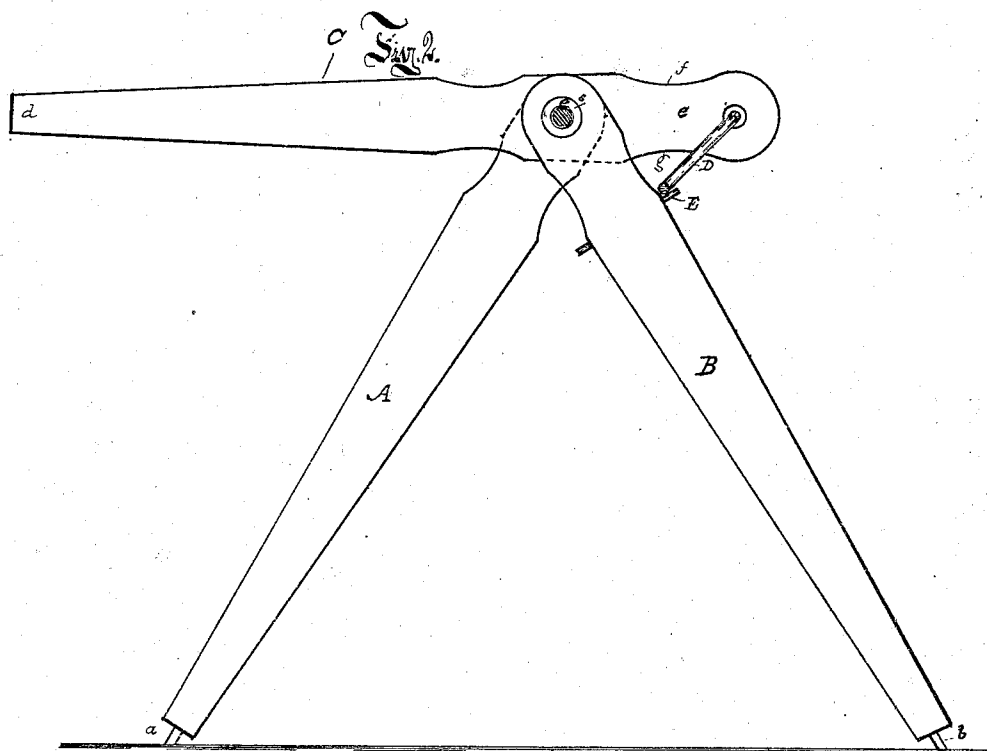
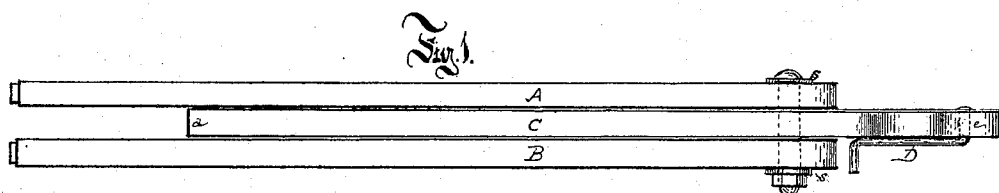


C. D. SMITH.
Lifting-Jacks.

No. 147,440.

Patented Feb. 10, 1874.



Witnesses:
Richard Gerner
Franklin Barrett

Inventor:
C. D. Smith
Per Henry Gerner
Att'y

UNITED STATES PATENT OFFICE.

COE D. SMITH, OF SMITHTOWN, ASSIGNOR TO THOMAS S. SEABURY, OF ST. JAMES, NEW YORK.

IMPROVEMENT IN LIFTING-JACKS.

Specification forming part of Letters Patent No. **147,440**, dated February 10, 1874; application filed December 31, 1873.

To all whom it may concern:

Be it known that I, COE D. SMITH, of Smithtown, Suffolk county, State of New York, have invented certain Improvements in Wagon-Jacks, of which the following is a specification:

The object of my invention is to provide for a cheap, light, strong, self-adjustable, and reversible wagon-jack.

The present-used jacks for lifting up and supporting wagons while the wheels are removed for oiling or repairing are, as a rule, too costly for general adoption, especially for farmers, and too heavy and cumbersome to carry along in the wagon. With a view to overcome these difficulties, I have invented the herein-described wagon-jack.

In order to more fully describe my invention, I refer to the accompanying drawing forming a part of this specification.

Figure I is a top view of my improved wagon-jack when folded together. Fig. II is a side view of the same in position when placed under a wagon.

A and B are two legs, made of strong, serviceable wood, with the inserted metal strips or tips *a* and *b* placed thereon for the purpose of preventing slipping on hard ground. Between the opposite ends of these legs A and B is pivoted, at *c*, between the washers *s s*, the lever C, with its longest arm, *d*, extending toward the operator, the other and shorter arm, *e*, having notches *f* and *g* on either side for preventing slipping from the axle or any part of

the wagon under which it is placed. At the end of the arm *e* are fastened two washers, *h* and *i*, having a hole, *k*, in which is inserted and riveted loosely on the back the metal catch D. In both sides of the leg B, a short distance from the top, (about the length of the catch D,) is inserted a metallic bar or pin, E, which goes through this leg and extends one inch or so on both sides.

The operation of my improved wagon-jack is simply this: The legs A and B are spread out so far that the lever C will readily pass under the part of the wagon which is to be elevated. It makes no difference how the jack is unfolded, as it will operate equally well on either side, being, in this respect, reversible. The arm *e* is placed under the axle or any other part of the wagon and the arm *d* depressed, which elevates the wagon, and the catch D is placed against the bar or pin E to hold it in this elevated position.

Having thus described my invention, I desire to claim—

A wagon-jack consisting of the two legs A and B, lever C, catch D, and box or pin E, substantially as and for the purpose hereinbefore set forth.

This specification signed this day, the 17th day of December, 1872.

COE D. SMITH.

Witnesses:

FRANKLIN DARRITT,
ANTON C. CRONDAL.