

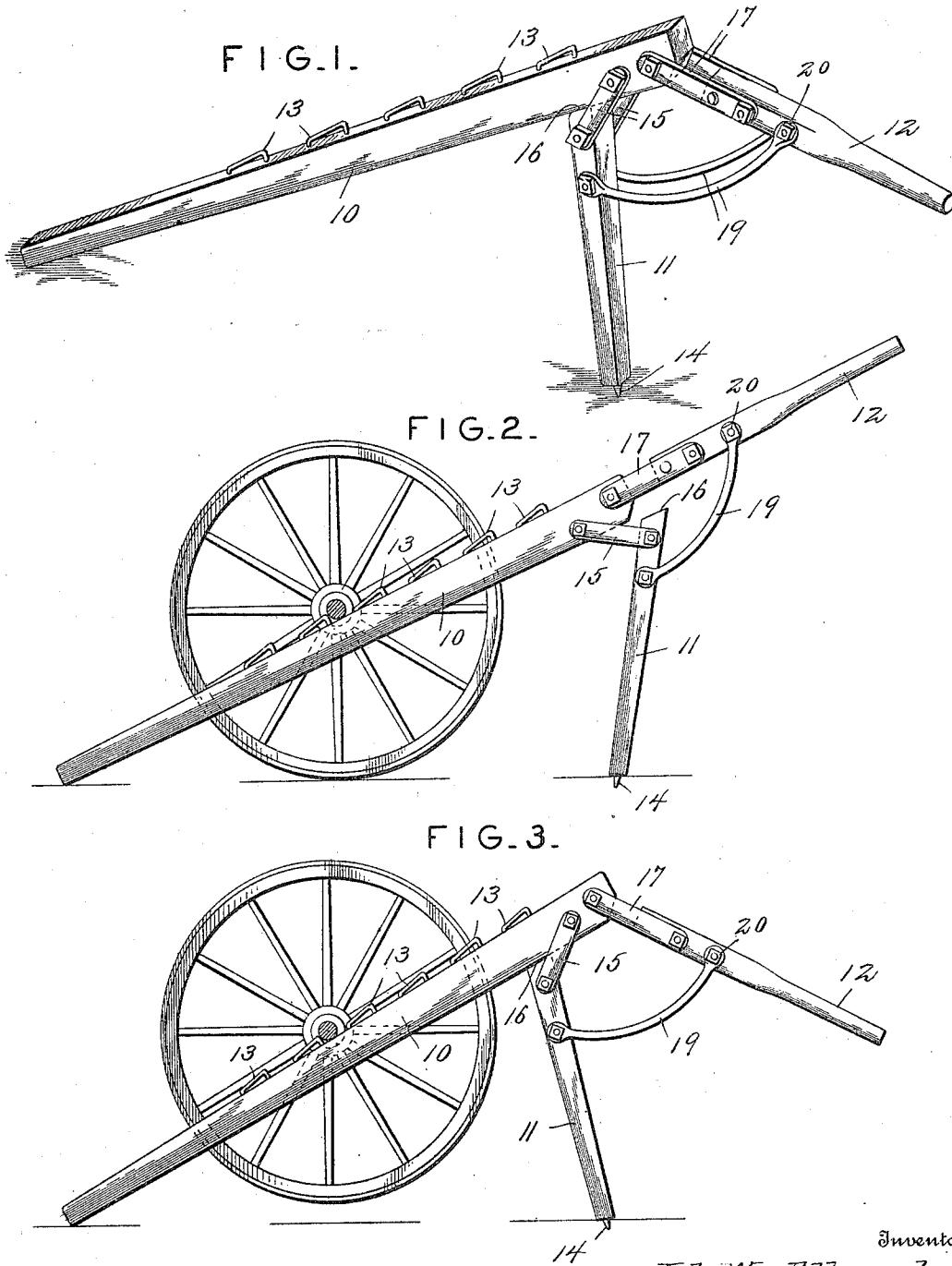
No. 680,751.

Patented Aug. 20, 1901.

J. W. ALLGOOD.
WAGON JACK.

(Application filed May 21, 1901.)

(No Model.)



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WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 680,751, dated August 20, 1901.

Application filed May 21, 1901. Serial No. 61,246. (No model.)

To all whom it may concern:

Be it known that I, JOB W. ALLGOOD, a citizen of the United States, residing at Jersey, in the county of Walton and State of Georgia, have invented new and useful Improvements in Wagon-Jacks, of which the following is a specification.

This invention relates to wagon-jacks, the object in view being to provide a simple, effective, and portable device for easily and readily lifting vehicle-axles in order to provide for the removal and replacing of the vehicle-wheels, the oiling of the same, or the adjusting of the axle-nuts, &c.

One of the principal objects of the invention is to so arrange the operative parts of the wagon-jack that the supporting-leg will automatically lock itself in engagement with the supporting-bar upon which the axle rests, thereby preventing the accidental collapse of the jack. These and other objects and advantages of the invention will be fully pointed out in the course of the subjoined description.

The invention consists in a wagon-jack embodying certain novel features and details of construction and arrangement of parts, as hereinafter fully described, illustrated, and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a wagon-jack embodying the present invention. Fig. 2 is a side elevation of the same, showing the positions of the parts as the jack is introduced beneath the axle of a vehicle. Fig. 3 is a similar view showing the parts of the jack in their operative positions for supporting the vehicle-axle and elevating the wheels clear of the ground.

Similar numerals of reference designate corresponding parts in all figures of the drawings.

The wagon-jack contemplated in this invention comprises, essentially, a supporting-bar 10, a supporting-leg 11, and an operating-lever 12. The supporting-bar 10 is provided on its upper surface with steps or shoulders 13, which by preference are in the form of staples driven into the upper edge of the supporting-bar, which is ordinarily of wood. In lieu of the staples, however, the upper surface of the supporting-bar may be notched or

otherwise shaped to form the axle-supporting shoulders 13.

The supporting-leg 11 is preferably provided at its lower end with a spur 14 in order to obtain a positive engagement with the ground, and said leg is connected at its upper end to the supporting-bar by means of parallel links 15, said links being pivotally connected at their upper ends to the supporting-bar 10, at or near the upper end thereof, and being likewise pivotally connected at their lower ends to the upper portion of the supporting-leg 11. The leg 11 has its upper end beveled or chamfered, as shown at 16, to form a shoulder for engagement with the lower side of the supporting-bar, as clearly illustrated in Figs. 2 and 3.

The operating-lever 12 is pivotally connected with the upper end of the supporting-bar by means of side plates 17, the same being rigidly secured at one end to the adjacent end of the operating-lever and being pivotally connected at their opposite ends to the supporting-bar, which they embrace, as shown in the drawings. The lever 12 is connected operatively with the leg 11 by means of twin thrust-links 19, arranged on opposite sides of the lever and leg and pivotally connected at their lower ends to the leg 11 at a point below the pivotal connection of the links 15 with the leg. The opposite or upper ends of the thrust-links 19 are connected pivotally to the lever 12 at a suitable distance from the fulcrum of said lever to give the desired leverage to the device. By changing the pivotal point 20 the wagon-jack may be readily adapted to light or heavy vehicles.

In operation the operating-lever 12 is moved to a position substantially in alinement with the supporting-bar 10, as shown in Fig. 2, and the jack is then thrust under the axle to be lifted, bringing one of the steps or shoulders 13 into engagement with said axle. The lever 12 is then depressed, causing the thrust-links 19 to force the upper end of the supporting-leg toward the axle, which results in bringing the shoulder 16 of said leg into engagement with the bottom of the supporting-bar, and at the same time the links 15 swing past the vertical and afterward serve as a lock for holding the upper end of the sup-

porting-leg in engagement with the support-
ing-bar, the weight of the lever 12 assisting
in holding the parts locked in their operative
positions, and thus avoiding danger of acci-
5 dental collapse of the jack through the inad-
vertent striking of the operating-lever.

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

10 In a wagon-jack, the combination with a
supporting-bar having axle-supporting steps
or shoulders, of an operating-lever pivotally
connected to said supporting-bar, a support-
ing-leg connected by pivotal links to the sup-

porting-bar and having its upper end beveled 15
or chamfered to form a shoulder for engage-
ment with the lower side of the supporting-
bar, and thrust-links pivotally connected at
their opposite ends to the operating-lever and
to the supporting-leg at a point beneath the 20
point of attachment of the pivotal links to the
supporting-leg, substantially as described.

In testimony whereof I affix my signature
in presence of two witnesses.

JOB W. ALLGOOD.

Witnesses:

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