

F. S. CHORD.
WAGON JACK.
APPLICATION FILED FEB. 7, 1911.

1,003,585.

Patented Sept. 19, 1911.

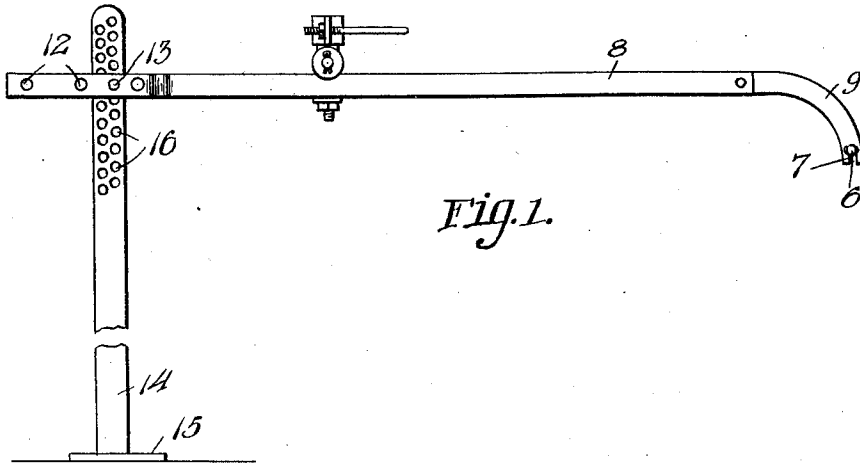


Fig. 1.

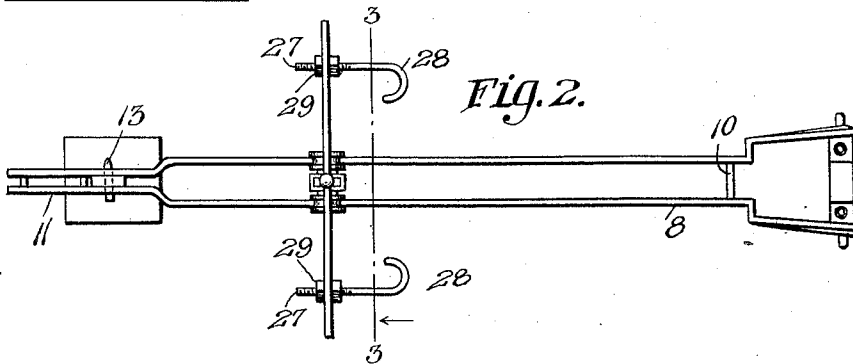


Fig. 2.

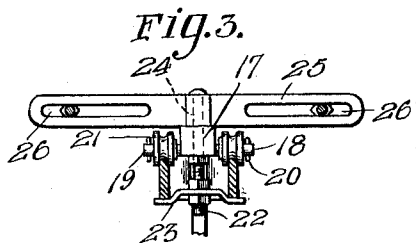


Fig. 3.

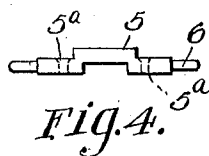


Fig. 4.

WITNESSES
G. M. Sprung.
H. C. Clarkley

INVENTOR
Frank S. Chord,
by Frank S. Appleman,
Attorney

UNITED STATES PATENT OFFICE.

FRANK S. CHORD, OF NAPA, CALIFORNIA.

WAGON-JACK.

1,003,585.

Specification of Letters Patent. Patented Sept. 19, 1911.

Application filed February 7, 1911. Serial No. 607,100.

To all whom it may concern:

Be it known that I, FRANK S. CHORD, a citizen of the United States of America, residing at Napa, in the county of Napa and State of California, have invented certain new and useful Improvements in Wagon-Jacks, of which the following is a specification.

This invention relates to wagon jacks and particularly to a device designed to clamp the wheel and carry it free of the spindle in order that the said spindle may be lubricated.

Furthermore, an object of this invention is to provide novel means for attaching the jack to the running gear of a vehicle whereby the said jack will operate to carry the wheel in the manner stated.

With the foregoing and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail, reference will be had to the accompanying drawings, forming a part of this specification, wherein like characters denote corresponding parts in the several views, and in which—

Figure 1 is a view in elevation of a wagon jack embodying the invention; Fig. 2 is a top plan thereof; Fig. 3 is a section on the line 3—3 of Fig. 2; and Fig. 4 is a detail view of a jack supporting member.

In these drawings, 5 denotes a cross arm which is adapted to be secured to the rear bolster of a wagon, and it is furthermore the purpose of the inventor to provide one such cross arm on each end of the rear bolster and one on each side of a sand board in front. The ends 6 of the arms are reduced in size as compared with the main portion thereof and fit in sockets 7 formed in the ends of the rails 8 which form the bracket for the carriage, to be presently explained. One end of each rail is provided with a curved portion 9 terminating in the socket 7, as stated, and the said rails are connected by the pin 10 near the curved ends. The opposite ends of the rails 8 converge and extend parallel as shown at 11, the said parallel portions being provided with apertures 12, which receive the securing pin 13. The jack has a standard 14 provided with a base 15, said standard having a series of apertures therein for the reception of the pins 13

so that the track may be secured to the standard at different positions of adjustment.

The carriage consists in a body 17 having spindles 18 and 19 for the wheels 20 and 21, respectively, which wheels are mounted on the rails 8. The body is further provided with a depending screw 22 retaining a plate 23 which extends on opposite sides of the screw and into engagement with the under surface of the rails 8, serving as a guide for preventing displacement of the wheels 20 and 21 from the said rail. The screw 22 extends through the body 17 and has a shank 24 projecting thereabove for the reception of the bracket 25. The bracket has slots 26, 26' in its ends, which slots are provided for the reception of the threaded shanks 27 of the hooks 28, the said hooks being held at the above position of adjustment on the said bracket by the nuts 29.

The cross arms 5 are secured to the parts of the vehicle by any suitable fastening devices extending through apertures 5^a in the cross arms.

In operation, when it is desirable to withdraw the vehicle wheel from its spindle the bracket can be applied to the cross arms by having the ends of the cross arms seated in the socket 7 and by adjusting the bracket to the required height on the standard. The hooks 28 are then caused to engage spokes of the said wheel and when the said hooks have been drawn against the spokes to such an extent as to cause the spokes to be clamped, the carriage may be moved longitudinally of the bracket until the wheel clears the spindle. After lubrication has been applied to the spindle, the carriage is moved to convey the wheel onto the spindle again, and the hooks are released from the spokes of the wheel, thus leaving the carriage free to be moved away from the wheel.

I claim—

1. In a wagon jack, a cross arm adapted to be secured to a vehicle, a track supported by the cross arm, a carriage on the track, spoke engaging members carried on the carriage, and means for adjustably supporting the track.

2. In a wagon jack, a cross arm having reduced ends, a track having sockets to receive the reduced ends of the cross arm, a carriage on the track, hooks on the carriage for engaging spokes of the wheel, and means for adjustably supporting the said track.

3. In a wagon jack, a track, means for supporting the track, a carriage comprising a body having spindles, wheels thereon engaging the track, a plate for holding the wheels on the track, a bracket carried by the body, and means for engaging a wheel.

4. In a wagon jack, two rails forming a track, means for supporting one end of the track from the vehicle, means for adjustably supporting the opposite end of the track, a carriage consisting of a body, wheels on which the body is mounted, a

bracket carried by the body, and means for preventing the dislodgment of the wheels from the track, and means carried by the bracket for engaging and supporting a vehicle wheel.

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

FRANK S. CHORD.

Witnesses:

B. I. CHAPMAN,
CHAS. E. TROWER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
