

J. C. CRAWFORD.
WAGON-JACK.

No. 170,062.

Patented Nov. 16, 1875.

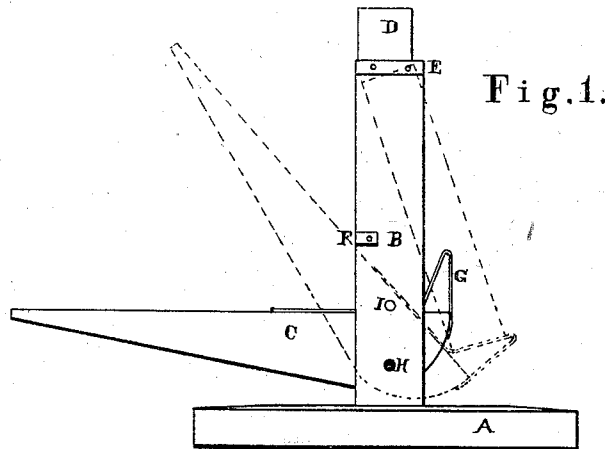


Fig. 1.

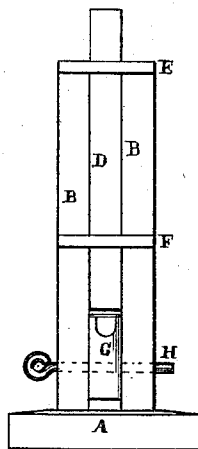


Fig. 2.

WITNESSES.

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JOHN C. CRAWFORD, OF FAYETTE, IOWA.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **170,062**, dated November 16, 1875; application filed September 29, 1875.

To all whom it may concern:

Be it known that I, JOHN C. CRAWFORD, of Fayette, in the county of Fayette and State of Iowa, have invented a new and useful Improvement in Wagon-Jacks, of which the following is a specification:

The present invention relates to an improvement in jacks for raising the axles of vehicles; and its nature consists in a two-part frame, supported on a stand, and pivoted to the frame is a lever, which is provided with a metal lifting-seat, for elevating a bar to be placed under an axle. One side of the frame is provided with a strap-stop, to prevent the lever from being lifted too high, and the top end of the two-part frame is bound with a strap of iron to hold the bar in place, as the whole is hereinafter shown and described.

In the drawings, Figure 1 is a side elevation of my improvement in wagon-jacks; Fig. 2, an end elevation of the same.

A represents a wooden stand, which supports a two-part frame, B B, also made of wood. C represents a lever, which is placed between the frame B B, and pivoted to it at H, and which is provided with a lifting seat,

G, made of strap-iron, and secured to the top edge of the lever and to the end of its short arm. The angle of the seat G on its upper part, with reference to the lever, is such that when the lever is elevated, as shown by dotted lines J, the end of the bar D will bear flat on it. The frame B B is provided with a metal stop, F, to hold the bar D in the frame, and prevent the lever C from being raised too high when the pin H is put in the hole I, and the top of the frame is banded at E, to hold it together and support the bar D.

To use the device, the stand A is placed on the ground, so as to bring the bar D under an axle-tree; then raise the bar by bringing down the lever C, as shown in Fig. 1.

I claim as new—

The lever C, provided with the seat G, in combination with the two-part frame B B, provided with the stop F and band E, as set forth.

JOHN C. CRAWFORD.

Witnesses:

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