

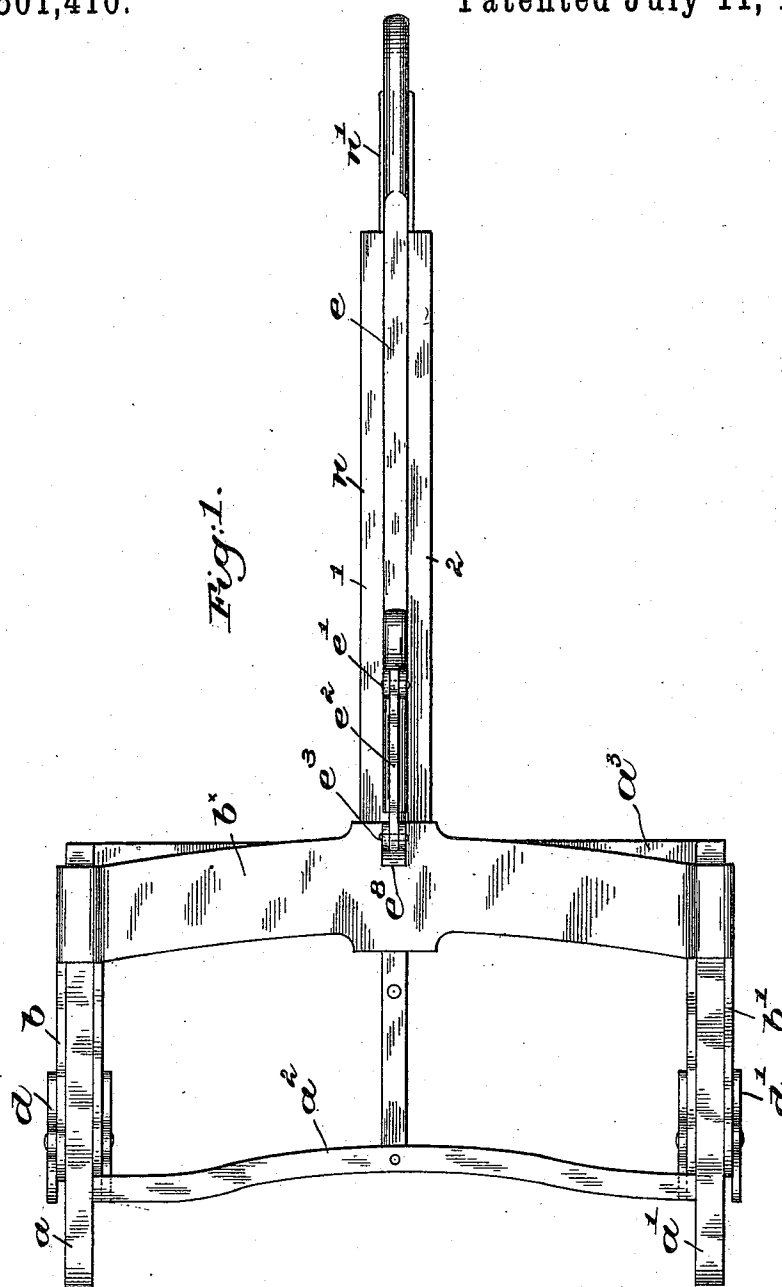
(No Model.)

2 Sheets—Sheet 1.

C. H. DWELLY.
WAGON JACK.

No. 501,410.

Patented July 11, 1893.



witnesses.

Louis N. Gouell.

Frederick L. Emery.

Inventor.

Charles H. Dwelly
by Crosby & Gregory
Attys.

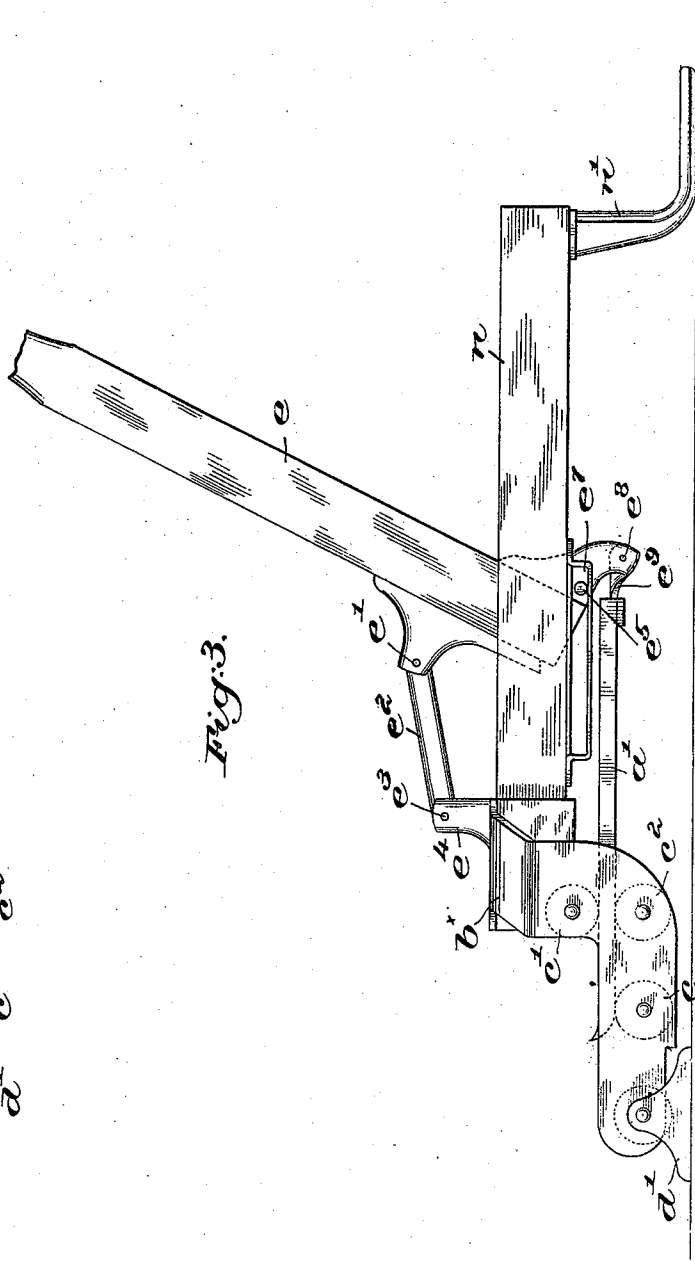
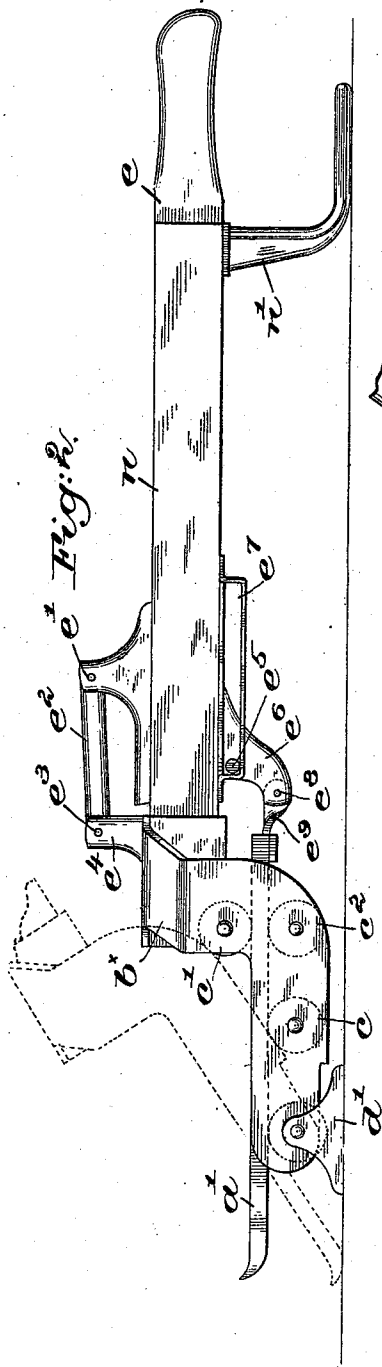
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2 Sheets—Sheet 2.

C. H. DWELLY.
WAGON JACK.

No. 501,410.

Patented July 11, 1893.



Witnesses.

Louis N. Howell

Frederick L. Quincy

Inventor:

Charles H. Dwelly
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UNITED STATES PATENT OFFICE.

CHARLES H. DWELLY, OF HANOVER, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO SAMUEL N. TURNER, OF SAME PLACE.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 501,410, dated July 11, 1893.

Application filed January 16, 1893. Serial No. 458,589. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. DWELLY, of West Hanover, county of Plymouth, State of Massachusetts, have invented an Improvement in Wagon-Jacks, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

United States Patent No. 457,309, granted to me August 4, 1891, shows a wagon jack in which a wheel-sustaining frame is mounted to slide on a pivoted lifting frame, the weight of the wheel when raised by turning the lifting frame on its pivot causing the wheel-sustaining frame to slide down on the lifting frame and thereby move the wheel out on its axle a sufficient distance to permit the axle to be cleaned and oiled. Sometimes, however, the conditions are such that the lifting frame cannot be turned down sufficiently to lift the wheel above its fulcrum, and in such case the weight of the wheel will not slide the wheel-sustaining frame back, or the frame may, for other reasons, remain in the position into which it was raised by turning the lifting frame on its pivot, and not slide back as it should to remove the wheel from the axle.

The principal object of this invention is to provide means, preferably under the control of the operator, by which to positively move the wheel-sustaining frame to slide the wheel out on its axle to permit the latter to be cleaned and oiled.

The invention also comprehends various other details of construction to be hereinafter specified in the description and embodied in the claims.

Figure 1, of the drawings represents in top or plan view, a wagon jack embodying this invention. Fig. 2, shows the same when turned down into the position which it will occupy when sustaining a wheel; and Fig. 3, shows the wheel-sustaining frame as drawn back.

Referring to the drawings, the wheel-sustaining frame consisting of the two parallel end pieces a , a' , connected by the cross-bars a^2 , a^3 , mounted to slide on a supporting or lifting frame, herein represented as composed of two side bars b , b' , connected by a yoke b^x

and provided with guide-rollers c , c' , c^2 , and the supporting base blocks d , d' , in which the lifting frame is pivoted are and may be all substantially the construction shown in my said Patent No. 457,309 referred to.

The foot lever n , as herein shown, comprises two members 1, 2, separated one from the other and connected at their outer free ends by a casting n' which is formed to serve as a hook upon which the foot may be placed to depress the foot lever to raise the wheel.

The actuating lever e for the wheel-sustaining frame is arranged between the two members of the foot lever n , and is pivoted or fulcrumed at e' to the end of a link e^2 jointed at e^3 to the bracket e^4 on the yoke b^x of the lifting frame. A guide pin e^5 on a bracket e^6 secured to the under side of the actuating lever e is adapted to slide in a longitudinal guideway e^7 said bracket having a pin e^8 which is passed through a slot in the arm e^9 on and forming a part of the wheel-sustaining frame.

The operation of the jack is as follows:— Having removed the nut from the axle, the operator will turn the lifting frame into its dotted position Fig. 2, and push the hooked ends of the wheel-sustaining frame beneath the wheel upon the axle, and will then push the foot lever and lifting frame down into their full line positions Fig. 2 to raise the wheel, in which positions they may be held by placing the foot upon the hooked bracket n' . If the wheel does not of its own weight automatically slide the wheel-sustaining frame back, as in my prior patent referred to, the operator, by grasping the lever e may turn the same into its position Fig. 3, to thereby positively draw the wheel-sustaining frame with its wheel back to remove the wheel more or less from the axle to permit the latter to be cleaned and oiled. This done, the operator may return the lever e to its position Fig. 2, when the weight of the wheel will automatically turn the lifting frame and foot lever into their dotted positions, or the foot lever may be raised by the operator, permitting the wheel to return the wheel-sustaining frame and lever e to their normal positions, the principal use of the invention, however,

being to draw the wheel from the axle by means of the lever *e* preparatory to cleaning and oiling.

5 This invention is not limited to the particular construction herein shown, for the same may be varied without departing from the scope of the invention.

I claim—

10 1. In a wagon jack, a horizontally pivoted wheel lifting frame adapted to be placed under a wheel and turned about its pivot to raise the same, combined with a wheel-sustaining frame movable on said lifting frame, and actuating device under the control of the
15 operator for and to positively move said wheel-sustaining frame upon and with relation to its lifting frame substantially as and for the purposes specified.

20 2. In a wagon jack, a horizontally pivoted wheel lifting frame adapted to be placed under a wheel and turned about its pivot to raise the same, combined with a wheel-sustaining frame mounted to slide on said lifting frame, a lever pivoted to said lifting frame
25 and connected with and to positively slide said wheel-sustaining frame upon its lifting-frame, substantially as described.

30 3. In a wagon jack, a pivoted lifting-frame provided with a foot lever, combined with a wheel-sustaining frame mounted to slide on said lifting-frame, and a lever pivoted to said lifting-frame and normally lying in position

against said foot lever and connected with and to slide said wheel-sustaining frame, substantially as described.

35 4. In a wagon jack, a pivoted lifting frame provided with a foot lever comprising two members, combined with a wheel-sustaining frame mounted to slide on said lifting frame, and an actuating lever therefor normally lying in position between the members of the
40 foot lever, substantially as described.

5. In a wagon jack, a pivoted lifting-frame provided with a foot lever comprising two members, combined with a wheel-sustaining
45 frame mounted to slide on said lifting frame, a lever *e* pivoted to the link *e*² connected with and to slide said wheel-sustaining frame, and the guide-pins *e*³ and guide-ways therefor, all to operate, substantially as described.

50 6. In a wagon jack, a pivoted lifting frame comprising the two side bars *b*, *b'*, a connected yoke *b*^x, and a centrally located foot lever secured thereto, combined with a wheel-sustaining frame mounted to slide on or with relation to said lifting frame, to operate, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES H. DWELLY.

Witnesses:

FREDERICK L. EMERY,
JOHN C. EDWARDS.