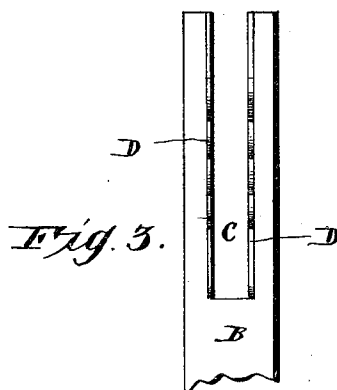
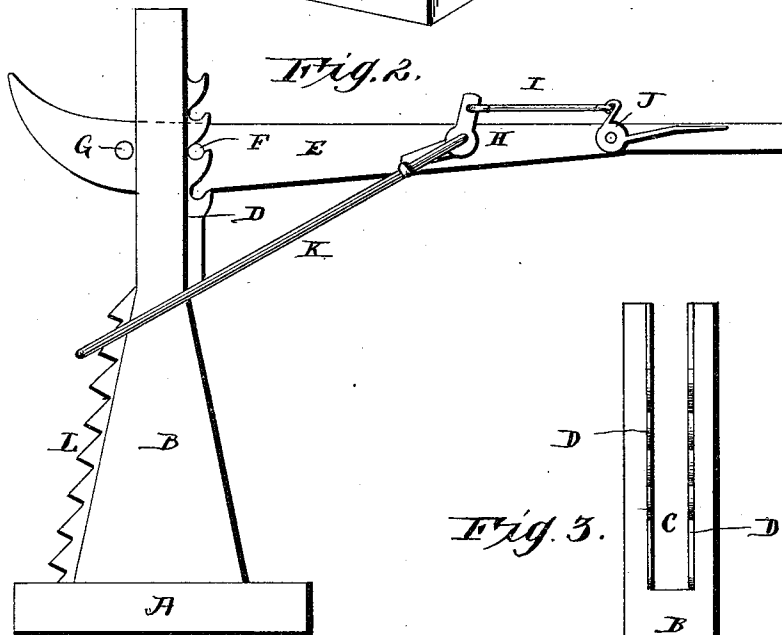
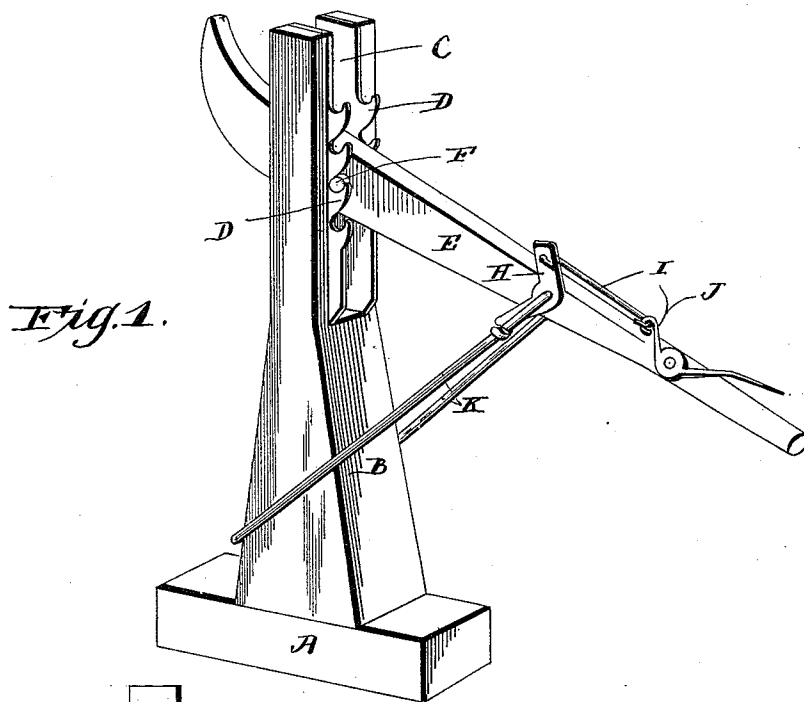


(No Model.)

G. W. PATTON.
WAGON JACK.

No. 403,485.

Patented May 14, 1889.



Witnesses

Frank A. ...

R. H. Bishop

Inventor

George W. Patton

By *his* Attorneys

Chas. Snow & Co.

UNITED STATES PATENT OFFICE.

GEORGE W. PATTON, OF WARRENSBURG, MISSOURI, ASSIGNOR OF ONE-HALF TO WILLIAM H. LEE, OF SAME PLACE.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 403,485, dated May 14, 1889.

Application filed January 31, 1889. Serial No. 298,163. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. PATTON, a citizen of the United States, residing at Warrensburg, in the county of Johnson and State of Missouri, have invented new and useful Improvements in Wagon-Jacks, of which the following is a specification.

My invention relates to improvements in wagon-jacks; and it consists in certain novel features, hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a wagon-jack embodying my improvements. Fig. 2 is a side elevation showing the securing-bail disengaged, so as to permit the jack to be operated. Fig. 3 is a rear elevation of the upper end of the standard.

Referring to the drawings by letter, A designates the base, and B the standard, rising therefrom, of any desired size. The upper portion of this standard is provided with a longitudinal slot, C, in which the lever works, and vertical rack-bars D are secured to the side walls of this slot and project beyond the same. The lever E has its end passed through the slot C, and is provided with the transverse pins F G. The pin F engages the rack-bars and serves as a fulcrum-pin, while the pin G bears against the front side of the standard and serves to hold the lever in the slot of the same. At an intermediate point of the lever, I pivot to one side thereof the angle-lever H, the upper arm of which is connected by a link, I, with the shorter arm of a bent locking-lever, J, pivoted to the lifting-lever E.

K designates the locking-bail, which is pivoted on the pivot of the angle-lever H, and is adapted to engage the rack-bar L, secured to the base and an intermediate point of the standard. This bail is secured to the longer arm of the angle-lever H, so as to be operated thereby.

In practice the locking-lever is operated

so as to disengage the locking-bail from the rack-bar L, the end of the lifting-lever is then engaged under the axle of the vehicle, and the said lifting-lever then depressed at its outer end, so as to lift its inner end and thereby raise the axle. The locking-bail is then caused to engage the rack-bar L, when the device will be securely held.

It will be observed that I have provided a very simple and efficient wagon-jack, which can be easily operated and can be manufactured at a slight expense. By means of the rack-bars D the jack can be readily adjusted to the height of the axle, and by means of the locking-bail and its connections will be securely held when the axle has been lifted.

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

The improved wagon-jack herein described and shown, consisting of a standard, B, having a slot, C, in its upper end, the rack-bars D, secured to the side walls of said slot and projecting rearward therefrom, the operating-lever E, having its end passed through the slot C and provided with the transverse pins F G, the pin F engaging the rack-bars D, and pin G bearing against the front side of the standard, the rack-bar L, arranged in front of the lower portion of the standard, the angle-lever H, pivoted to one side of the operating-lever E, the locking-lever J, also pivoted to the side of the lever E, the link I, connecting the levers H J, and the bail K, secured to the angle-lever H, passing around the standard and engaging the rack-bar L, as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

GEORGE W. PATTON.

Witnesses:

J. W. SUDDATH,
JAMES GILLILAND.