(No Model.)

L. BARRETTE.

WAGON JACK.

No. 302,227. Patented July 22, 1884.

Fig. 1

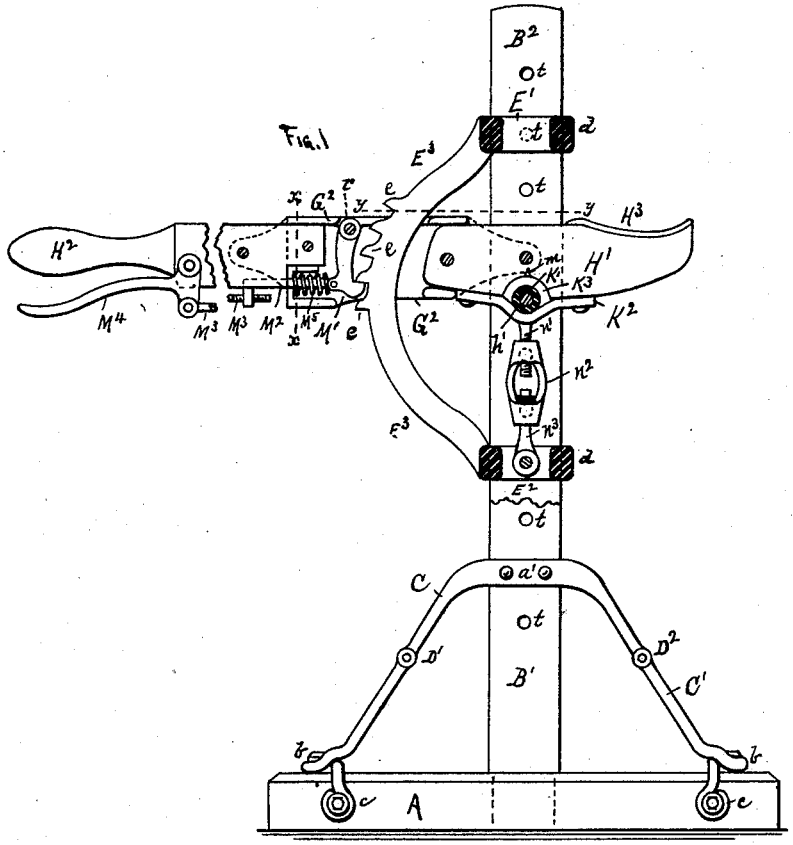


Fig. 2

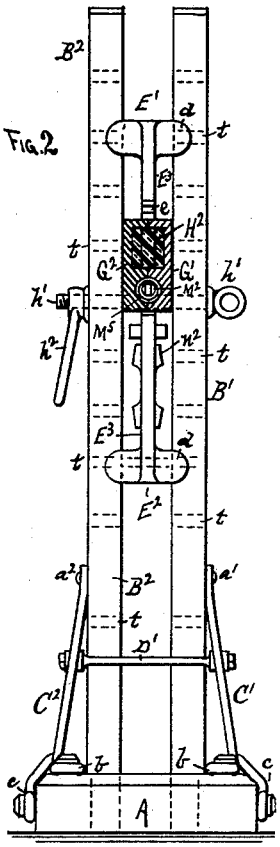


Fig. 3

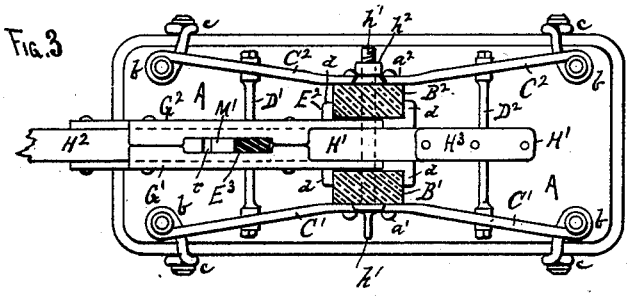


Fig. 4

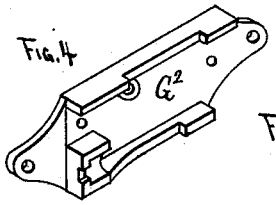


Fig. 5

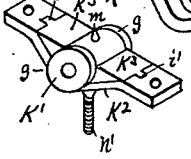


Fig. 6

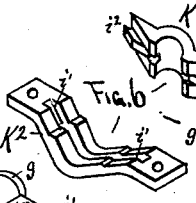
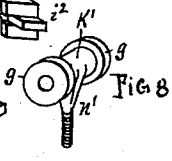


Fig. 7

Fig. 8



WITNESSES.
A. G. Otis
Louis Freese Jr.

Louis Barrette,
INVENTOR, BY
Louis Freese Bro, Atty's.

UNITED STATES PATENT OFFICE.

LOUIS BARRETTE, OF CROOKSTON, MINNESOTA.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 302,227, dated July 22, 1884.

Application filed December 20, 1883. (No model.)

To all whom it may concern:

Be it known that I, LOUIS BARRETTE, a subject of the Queen of Great Britain and Ireland, and a resident of Crookston, in the county of Polk, in the State of Minnesota, have invented certain new and useful Improvements in Wagon-Jacks, of which the following specification is a full, clear, and exact description, reference being also had to the accompanying drawings, in which—

Figure 1 is a sectional side elevation. Fig. 2 is a rear elevation, with the lifting-lever in section, on the line *x x* of Fig. 1. Fig. 3 is a plan view in section on the line *y y* of Fig. 1. Fig. 4 is a perspective view of one of the lever side plates detached. Fig. 5 is a perspective view, detached, of the adjustable pivot mechanism. Figs. 6, 7, and 8 are perspective views of the different parts of Fig. 4 detached.

A is the base, in which are secured in an upright position two parallel wooden standards, B′ B². These standards are supported by braces C′ C², bolted to the standards at *a′ a²*. The lower ends of each of the braces C′ C² are bent around into two eyes, *b c*, the eyes *b* adapted to be secured to the top of the corners of the base, and the eyes *c* adapted to be secured to the sides of the base near its ends by screws, bolts, rivets, or other means. By this means each brace and its eyes are formed in one piece. Cross-tie rods D′ D² will be secured in the braces C′ C² on opposite sides of the standards B′ B², to further support them and prevent spreading.

E′ E² are two sockets or guides, fitting in between the standards B′ B², and provided with lips *d*, by which they are held in place between the standards, and connected to each other by a curved arm, E³, having ratchet-teeth *e*, the guides E′ E² and arm E³ being cast in one piece.

G′ G² are two metal plates, embracing the arm E³, and clamping between their forward ends a wooden bar, H′, and between their rear ends a hand-lever, H², the plates G′ G² being securely riveted or bolted to the lever and bar, as shown.

K′ is a small metal "spool" or cylinder, having disks or rings *g* upon its ends, and with a bolt or pin, *h′*, passing through its center and also through the standards B′ B², as shown. Beneath this cylinder K′ is an angular strap, K², attached by its ends to the under side of the bar H′, and between the cylinder K′ and bar H′ is an angular cap, K³, the lower side of the cap having a semicircular cavity to fit the upper half of the cylinder K′, and the upper side of the strap K² being similarly formed to fit the lower side of the same cylinder, and the ends of the cap being also formed angular to fit the angles of the strap, as shown. The inside of the angular part of the strap K² and the lower sides of the corresponding parts of the cap K³ are provided with grooves *i′* and projections *i²*, which fit into each other and prevent any side movement. The upper part of the cap K³ fits into a cavity formed for it in the lower side of the bar H′, while a small stud, *m*, (see Fig. 5,) projects up into the bar H′, and still further assists in holding the cap in place. The rings or ribs *g* project up beyond the edges of the straps K² and cap K³, and prevent any end movement of the cylinder K′. By this means the bar H′ and its connected plates G′ G² and lever H² are pivoted between the standards B′ B² upon the pin *h′*. The cylinder K′ is provided with a stud, *n′*, projecting down through a slot in the strap K², and tapped into one end of a swivel-nut, *n²*, whose other end is provided with a swiveled rod, *n³*, pivoted by its lower end in the lower guide, E², whereby the sockets E′ E² and curved arm E³ are supported in the standards. By turning the nut *n²*, the distances between the cylinder K′ and guides E′ E² may be changed, so as to alter the pivotal point of the lever, as hereinafter shown.

M′ is a small pawl or dog, pivoted by one end at *r* between the plates G′ G², and having a hooked lower end adapted to catch below the ratchet-teeth *e* on the arm E³.

M² is a small bar, pivoted by one end to the lower rear edge of the pawl M′, and passing backward through suitable openings in the rear ends of the plates G′ G², and connected by a rod, M³, to a small hand-lever, M⁴, pivoted to the outer end of the lever H². A coiled spring, M⁵, is arranged around the bar M², inside the plates G′ G², to hold the pawl M′ in contact with the teeth *e*. The outer end of the bar H′ is made slightly hollow and covered with a metal plate, H³, to prevent wear. The

standards B′ B² will be provided with a number of holes, *t*, through which the pin *h*′ may be placed to regulate the height of the bar H′, to adapt the jack to different kinds of wagons. The pin *h*′ will be provided with a screw-thread and nut, *h*², by which the pin may be held in place. When the jack is to be used, the small lever M¹ is pressed up against the handle of the lever H², which will, through the rod M³ and bar M², draw the pawl M′ backward away from the teeth *e*, and enable the lever H² to be raised upward, which will lower the end H′. The pin *h*′ is then set into the proper hole *t* to bring the outer end of the bar H′ beneath the axle of the wagon to be raised. The lever H² is then pressed down until the end H′ raises the wheel clear of the ground, when the pawl M′ will catch upon the teeth *e* and hold the lever in that position. If none of the holes *t* are at the proper point to enable the end H′ to raise the axle the required distance, then the swivel-nut *n*² may be turned to raise or lower the sockets E′ E² and arm E³, to bring the teeth *e* at a suitable point with relation to the pawl to cause the latter to support the arm H′ properly beneath the axle. The rod M³ is attached to the bar M² by a screw-thread, so that the two parts may be adjusted with relation to each other to cause the spring and other parts to act in concert.

Having described my invention and set forth its merits, what I claim is—

1. The combination of the standards B′ B², a lever pivoted between said standards, a segmental toothed frame, E′ E² E³, and means for connecting said lever with said toothed frame, substantially as and for the purpose set forth.

2. The standards B′ B², sockets E′ E², and curved arm E³, formed in one piece and adapted to be moved up and down between said standards, bar H′, plates G′ G², lever H², pawl M′, and means for connecting and disconnecting said pawl from said curved arm, substantially as described.

3. The standards B′ B², sockets E′ E², and curved arm E³ in one piece, and adapted to be moved up and down between said standards, a lever pivoted between said standards, means for connecting said lever adjustably to said curved arm, and means for adjustably connecting said lever with said sockets, substantially as shown.

4. The combination of the base A, standards B′ B², braces C′ C², and cross-rods D′ D², substantially as set forth.

5. The combination of the standards B′ B², sockets E′ E², curved arm E³, bar H′, strap K², cap K³, cylinder K′, and means for connecting said cylinder adjustably to one of said sockets, substantially as and for the purpose specified.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

LOUIS BARRETTE.

Witnesses:

C. N. WOODWARD,

LOUIS FEESER, Sr.