

(No Model.)

N. ALLEN.
WAGON JACK.

No. 420,400.

Patented Jan. 28, 1890.

Fig. 1.

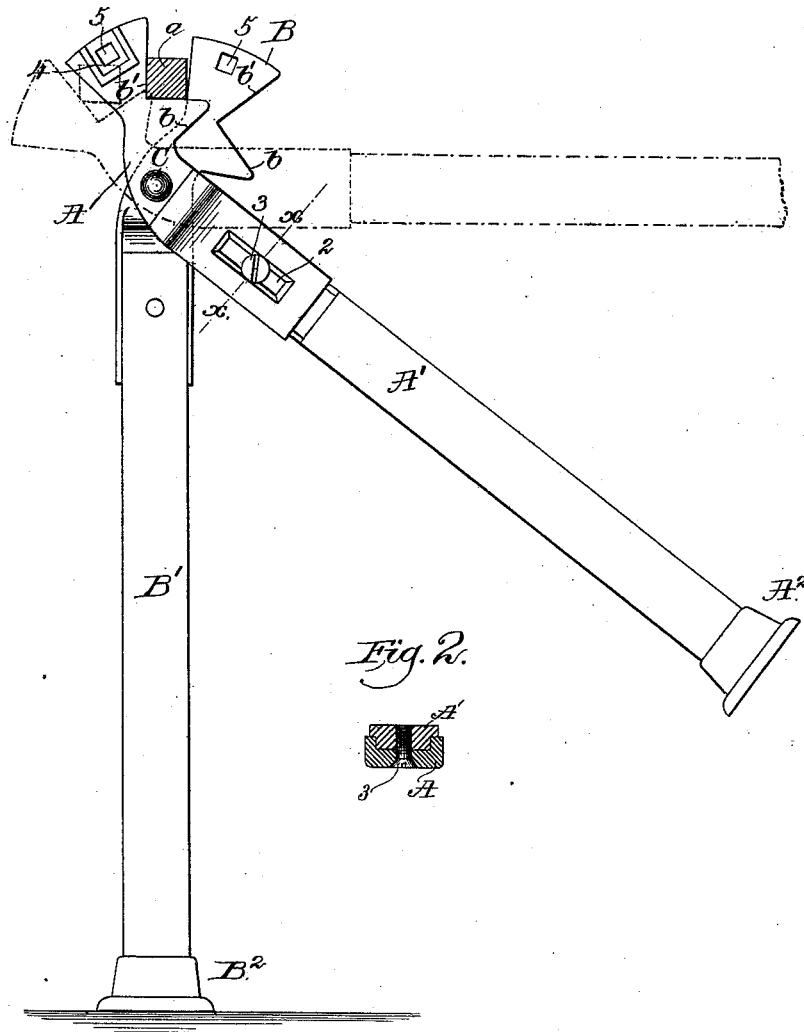
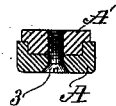


Fig. 2.



Witnesses.
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WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 420,400, dated January 28, 1890.

Application filed November 1, 1889. Serial No. 328,900. (No model.)

To all whom it may concern:

Be it known that I, NATHANIEL ALLEN, of Lowell, county of Middlesex, 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.

This invention has for its object to improve the construction of wagon-jacks and to simplify the same.

My improved jack consists, essentially, of two levers having metallic end pieces which are pivoted together, so that one may turn upon the other, the said metallic pieces, termed "jaws," having each a shoulder to engage an axle, the opposite ends of the jaws being recessed to receive the levers. Herein I have also shown the said jaws as notched and provided with openings to engage nuts of various sizes, thus producing a combined jack and wrench.

The levers referred to are preferably of different length, so that either one may be permitted to stand upon the floor and the other be used as a hand-lever, according to whether the front or rear axle of the wagon is to be lifted, the said levers being adjustable with relation to the said jaws.

Figure 1 in side elevation represents a jack embodying my invention, the same being shown by dotted lines as in position to engage an axle and in full lines as having lifted the said axle. Fig. 2 is a section in the line $x x$, Fig. 1.

The jaw A is pivoted to the jaw B at C. The jaws A B are substantially alike, with the exception of the difference in size of the wrench portions to be described. One end of each jaw has shoulders $b b'$ to engage an axle when the jaws are in the position, Fig. 1, as represented by dotted lines, the part b of the shoulder engaging the under side of the axle a ; but by the time that the jaw arrives in the position represented by the full lines the axle

comes into the position shown by full lines. Each jaw has one of its ends recessed, as represented by the cross-section in Fig. 2, the recessed end of the jaw A receiving the lever A', while the like recessed end of the jaw B receives the lever B', each lever having preferably a like foot-piece, as A² B². The recessed portions of the jaws are slotted, as at 2, to receive a suitable bolt 3, the said slot and bolt permitting the levers to be adjusted with relation to the jaws to provide for wagons in which the axles are more or less elevated. The shoulder b' of each jaw will be provided upon its outer side with a like nut-receiving recess or socket, as 4, and with a hole, as 5, smaller than the nut-receiving recess, said nut-receiving recesses and holes of the two jaws varying in size each from the other, so that the jack herein described is adapted to fit nuts of different sizes. Either lever may stand upon the floor and the other be engaged by the hand to operate its connecting-jaw to lift the axle.

I claim—

1. The jaws A B of the wagon-jack, each having shoulders $b b'$, as described, and pivoted together and provided with nut-receiving recesses upon the outer side of each of said shoulders b' , substantially as described.

2. The pivoted jaws A B, having shoulders $b b'$ to engage an axle, nut-receiving recesses on the outer side of each shoulder b' , and a hole 5 extending through said shoulders within and smaller than said recesses, as described, and slotted, combined with adjustable levers fitted to rest on the said jaws, to operate substantially as described.

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

NATHANIEL ALLEN.

Witnesses:

FREDK. P. MARBLE,
JOSEPH S. LAPIERRE.