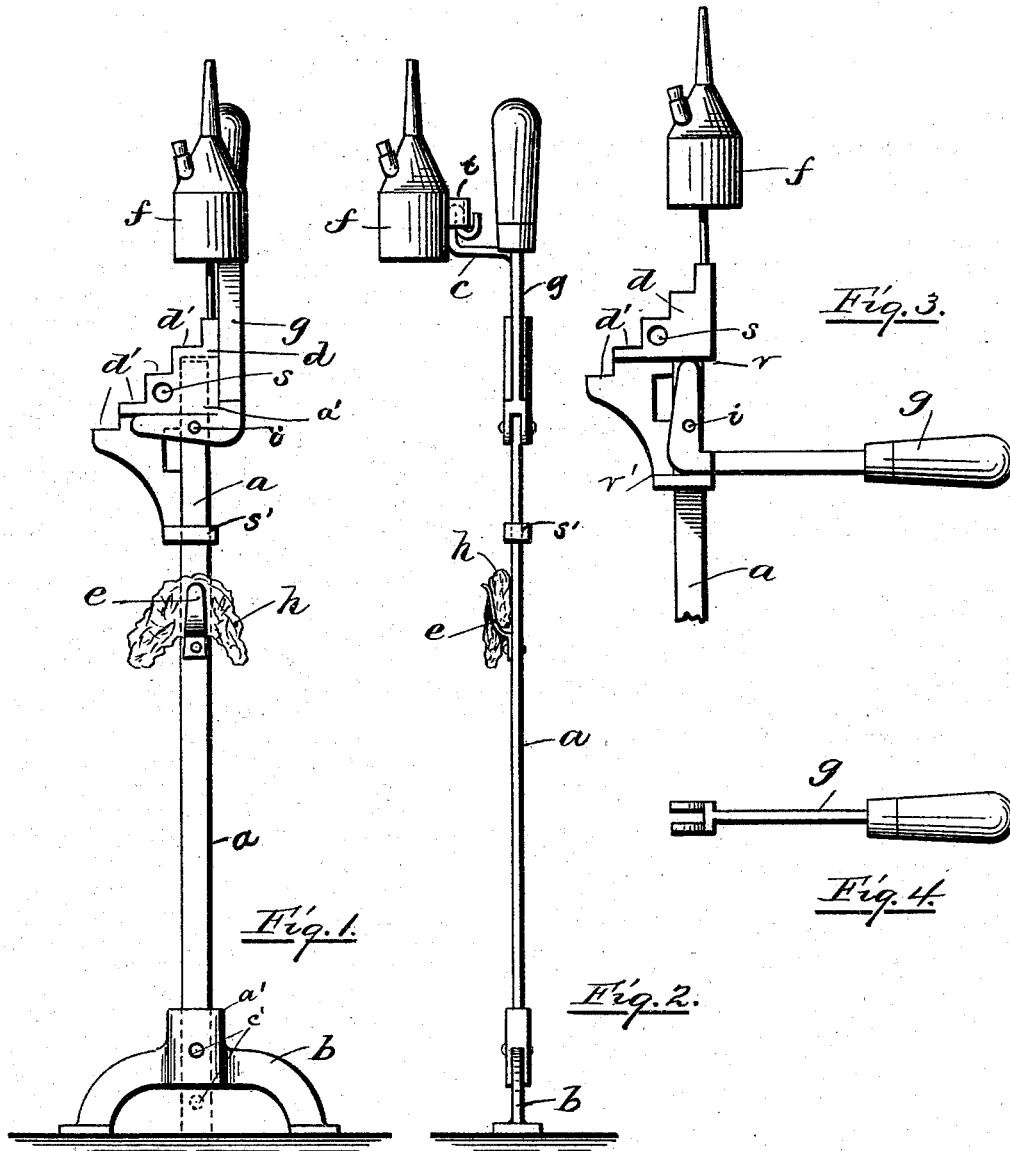


(No Model.)

J. A. COREY.
WAGON JACK.

No. 492,389.

Patented Feb. 28, 1893.



Witnesses.

Charles Harrigan
Benj Arnold

Inventor.

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UNITED STATES PATENT OFFICE.

JOHN A. COREY, OF HOPE VALLEY, RHODE ISLAND.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 492,389, dated February 28, 1893.

Application filed June 15, 1892. Serial No. 436,775. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. COREY, of Hope Valley, in the county of Washington and State of Rhode Island, have invented certain new and useful Improvements in Wagon-Jacks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to that class of wagon jacks called "lever jacks," and besides being made on an improved plan of construction and operation, it includes an attachment for holding an oil cup, and a bracket for holding waste for the purpose of cleaning the dust and gudgeon grease off of the running parts, to make the work more complete and facilitate its accomplishment. It is illustrated in the accompanying drawings.

Figure 1 shows a front elevation of the jack complete. Fig. 2 is an edge or side view, looking from the right of Fig. 1. Fig. 3 is a front view of the sliding head and a part of the upright bar and lever, with the sliding head raised. Fig. 4 is a top view of the forked lever, separate.

This jack consists of a foot *b*, made in an arched shape, for lightness, and to give it a good breadth of support and steadiness on uneven ground. A flat, straight bar *a*, preferably of low steel, has one end fitted into a vertical mortise *a*² made through the top of the arched foot *b*, and may be fastened permanently therein, or made free to slide up and down a short distance, to give different heights for the head *d*, to work from. The bar is provided with holes *c*¹ at different distances from the end, corresponding with a hole in the foot through which a pin is put to hold the bar in place. The head *d*, consists of a plate having several horizontal steps or notches *d*¹ of different heights, made in its top, and an arm extending back at the bottom, through which a mortise *s*¹ is made for the vertical bar *a*, to slide in. Another mortise *a*¹ is made in the upper part of the head, which is fitted to slide on the upper end of the bar *a*. A knee lever *g*, Fig. 4, is made forked at its lower end to receive the bar *a*, and a pin *i*, is inserted through a hole in the

lever and the bar *a*, as seen in Figs. 1 and 3. The lever *g*, swings on the pin *i*, and is arranged to come between the upper and lower mortised parts of the head *d*, when pivoted in place on the bar *a*.

The mode of operating the jack is as follows: The handle *g*, is turned up as in Fig. 1, and the head *d*, is at its lowest position. The jack is then placed under the axle to be raised, so as to bring it on to the step *d*¹, that will just go under it and the arched foot be placed firmly on the ground, then the handle *g*, is turned down to a horizontal position, as in Fig. 3. This raises the head *d*, and axle, by the forked end of the lever working against the under sides of the head on each side of the upper mortise, and when the handle *g*, is clear down, and the lever *g*, against the lower bar of the head *d*, the upper ends of the fork of the lever will have passed by a perpendicular line through the pivot of the lever, and the weight of the axle and head *d*, on the ends of the fork, will tend to hold it there until the handle is raised to let the axle down again after the carriage wheel has been replaced on the axle. This lower bar of the cap makes a stop to prevent the handle of lever *g* from being carried down too far by the weight of the axle and wagon. The fork of the lever *g*, gives a good working bearing on each side of the bar *a*, both on the fulcrum pin and where the ends of the fork bear against the head *d*, in raising it, and the lever *g*, is in a convenient position to be operated without stooping down. A narrow piece of metal forming a bracket *e*, is riveted at its lower end to the bar *a*, and at its upper end bent out to hold a wad of waste *h*, with which to wipe the parts clean of dust or gudgeon grease, as may be required. An arm *c*, is extended up from the top of the head *d*, and bent over in front to hold an oil cup *f*, with oil to use on the axle. A small loop *t* is soldered to the side of the cup to receive the bent end of the arm or wire, and a hole is made through the head *d*, at *s*, by which the jack can be hung up on a peg against the side of the room, when not in use, with the oil cup and wad of waste in place when required.

Having thus described my improved jack, I claim as my invention—

In a wagon jack, the combination of a stand-

ard consisting of a straight, flat bar of metal,
an arched foot piece having a mortise therein
to receive the lower end of said bar, and a
hole passing transversely through said mor-
5 tise and agreeing with holes made in said bar,
a slidable head having notches made on its
upper side and having mortises made in its
upper and lower parts to receive said bar,
with a forked knee-lever pivoted to the bar
10 and having its forked end arranged to work

against the under side of the upper part of
the head on both sides of the standard, and
rest upon the lower cap bar when bearing the
weight of the axle and wagon, substantially
as herein set forth.

JOHN A. COREY.

Witnesses:

BENJ. ARNOLD,
JAMES E. ARNOLD.