

(No Model.)

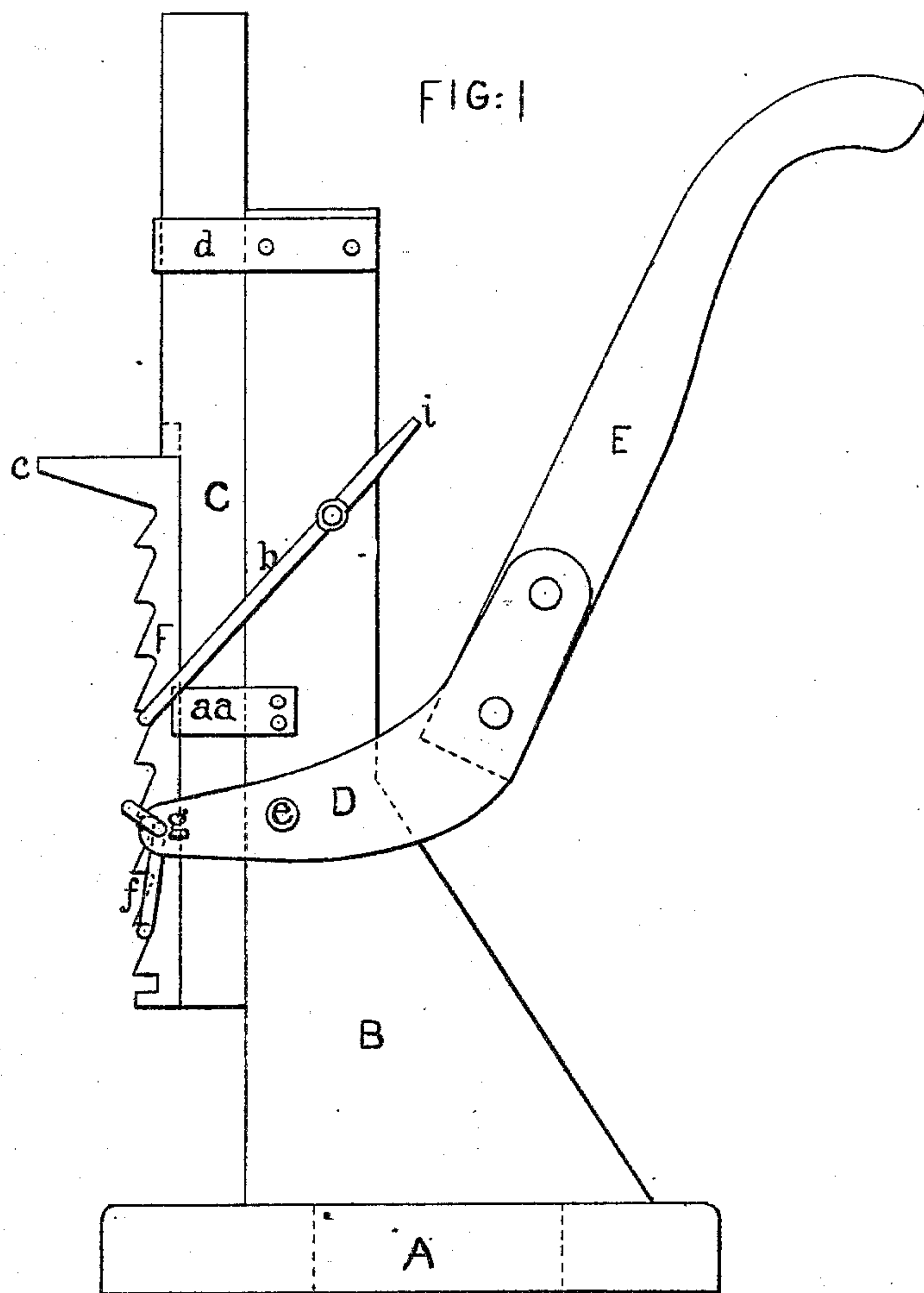
2 Sheets—Sheet 1.

F. KELLOGG.

WAGON JACK.

No. 274,498.

Patented Mar. 27, 1883.



WITNESSES:

*Chas. F. Thomas,*  
*James M. Baker*

INVENTOR.

*Frank Kellogg*

(No Model.)

2 Sheets—Sheet 2.

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FIG:5

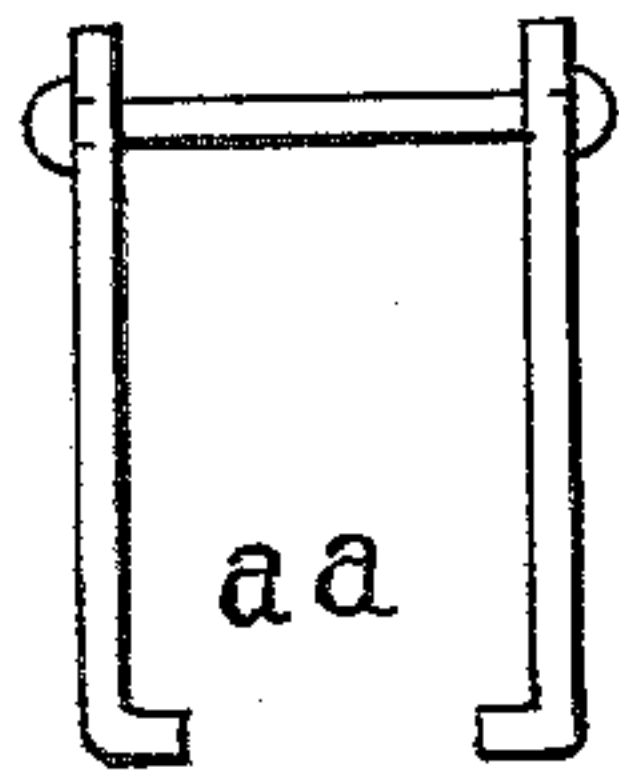


FIG:3

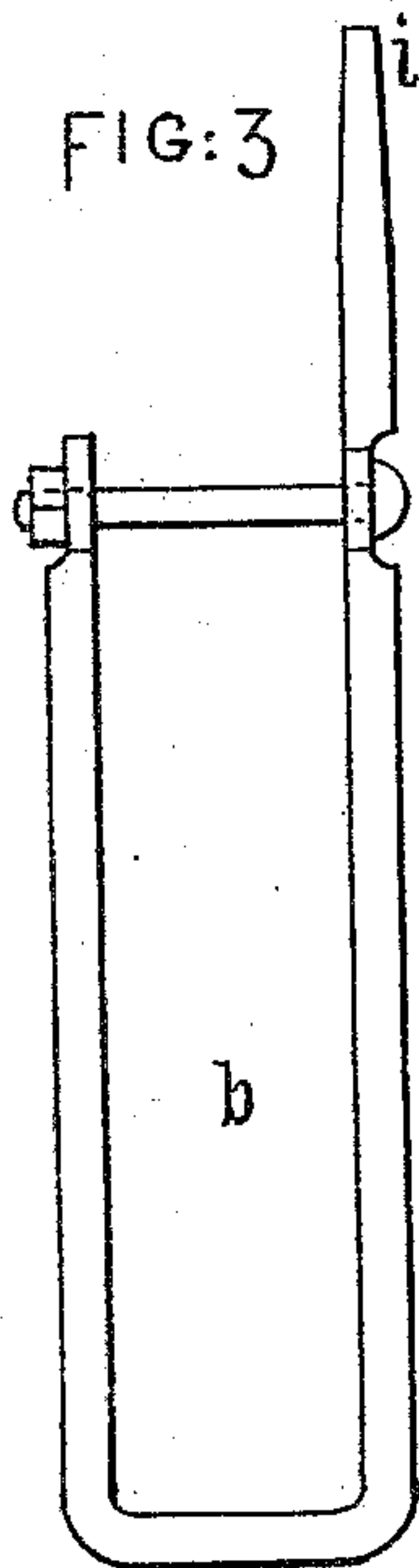


FIG:2

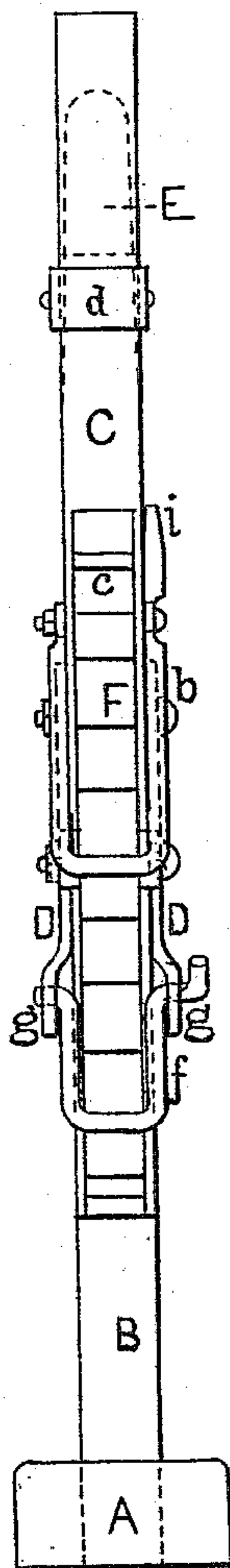


FIG:6

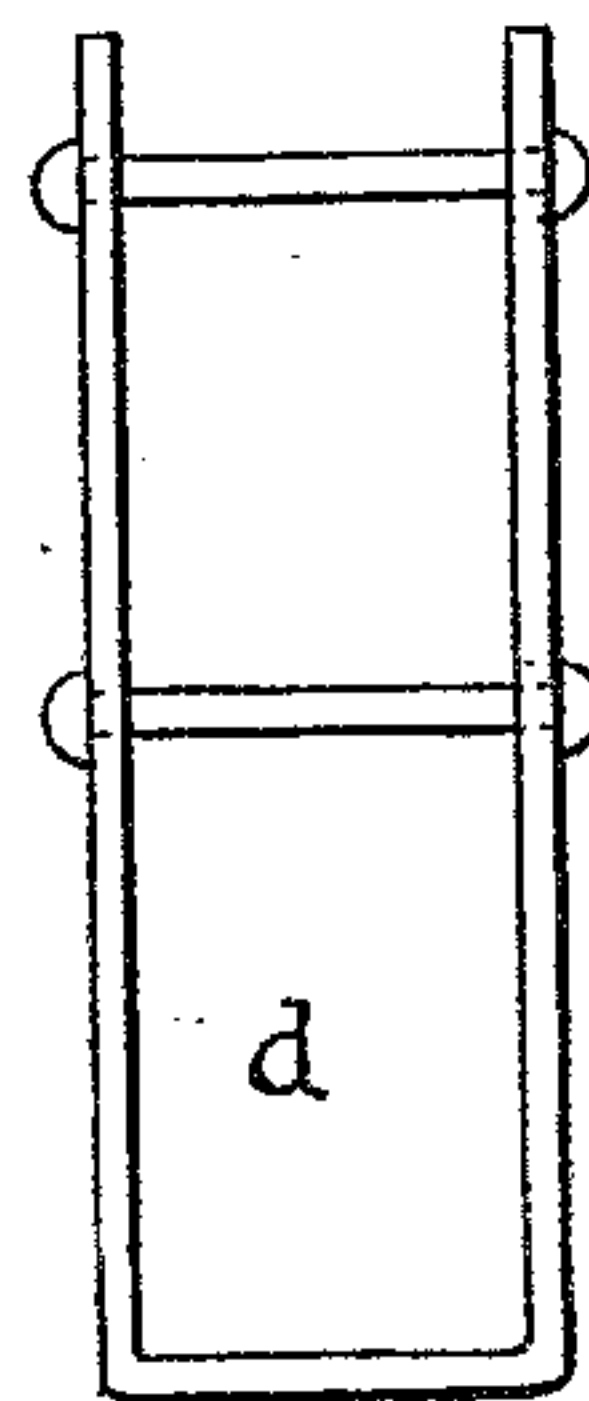
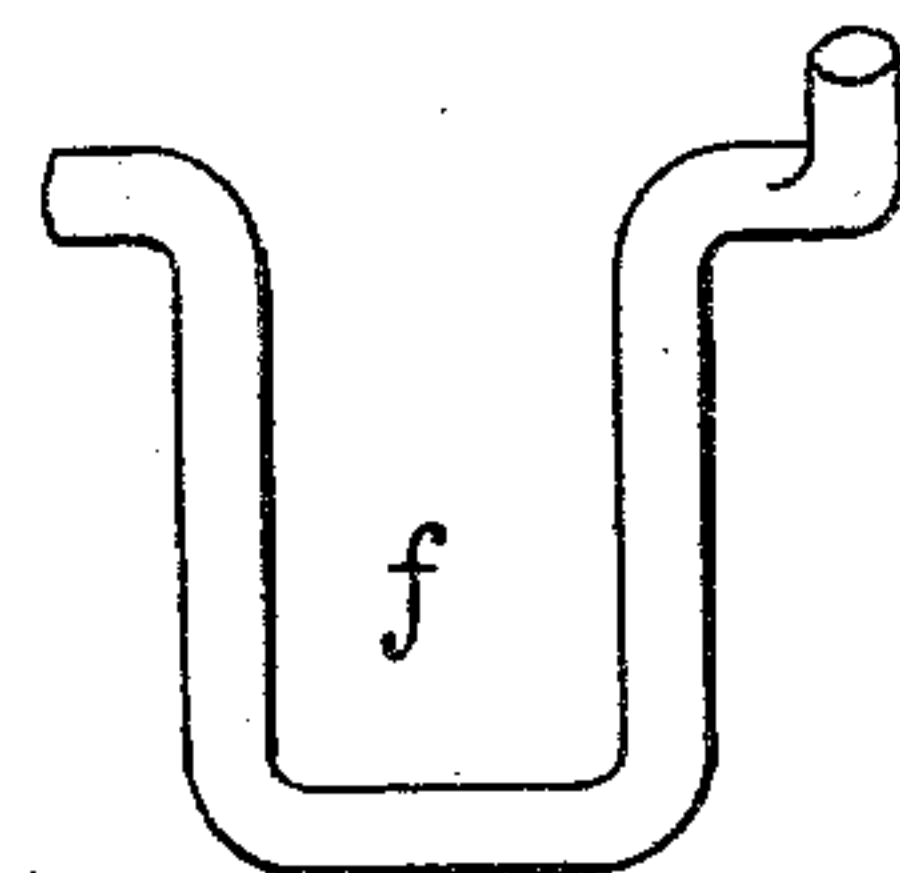


FIG:4



WITNESSES:

*Chas. F. Thomas,*  
*James M. Baker*

INVENTOR.

*Frank Kellogg*

# UNITED STATES PATENT OFFICE.

FRANK KELLOGG, OF BROOKLYN, NEW YORK.

## WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 274,498, dated March 27, 1883.

Application filed February 2, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK KELLOGG, of the city of Brooklyn, county of Kings, and State of New York, have invented a certain new and Improved Wagon-Jack, of which the following is a specification.

This invention is illustrated by the accompanying drawings, in which Figure 1 represents a side view of said jack, showing parts slightly raised. Fig. 2 represents a front view of the same, with corresponding letters and dimensions and parts raised as in Fig. 1; Figs. 3, 4, 5, and 6 are enlarged parts, as shown by their respective letters in Figs. 1 and 2.

Letter A is the base or stand.

Letter B is an upright support, mortised into the base A, and to which the upright sliding bar (letter C) is affixed by iron clamps *a a*, and also the iron band *d*.

Letter D represents two iron castings, bolted to the sides of the handle E, and is also secured to the upright support B by an iron bolt, *e*.

Letter *f* is an iron forging affixed to the iron casting D, as represented by letter *g*, and is intended to raise the sliding bar C by a cast-iron ratchet, F.

Letter *c* is an elongated part of the ratchet F, and is intended to raise the forward axle of a wagon, and can be adjusted by the handle E and iron forging *f*.

Letter *b* is an iron clevis, bolted to the upright support B, the loop of which is placed under the upper part of the ratchet at *c*, and is intended to hold the sliding upright bar C in position by dropping over the teeth of the ratchet F, and which can be detached in order to lower the sliding bar C by bearing on the end *i* after taking off the strain with the handle E.

In operating this invention for the purpose it is intended it is placed under the axle of a wagon. If to raise the highest wheel, the end of the sliding upright bar C is placed under that axle. If to raise the lowest wheel, the elongated part *c* of the ratchet F, connected with the sliding bar C, is placed under the axle. Then, by the handle E being depressed, it will raise up the clevis or loop *f*, catching under the teeth of the ratchet F, and it is raised to any desired height. When required to be lowered, the handle E is pressed down, and by the handle *i* the clevis *b* can be moved from under the teeth of the ratchet F. The sliding bar C can then be lowered to its lowest point, doing the work it is intended for in a very easy and satisfactory manner.

I do not claim the base A, standard B, sliding bar C, casting D, or the handle E, as they have been known and used before; but

What I do claim as new, and desire to secure by Letters Patent, is—

1. The projection *c* on the upper end of the ratchet F, in combination with the sliding bar C, substantially as described and set forth.

2. The clevis *f*, in combination with the handle E, casting D, and ratchet F, substantially as described and set forth.

3. The clevis *b*, in combination with the standard B and ratchet F, substantially as described and set forth.

In testimony that I claim the foregoing I have hereunto set my hand.

FRANK KELLOGG.

Witnesses:

CHAS. F. THOMAS,  
JAMES M. BAKER.