

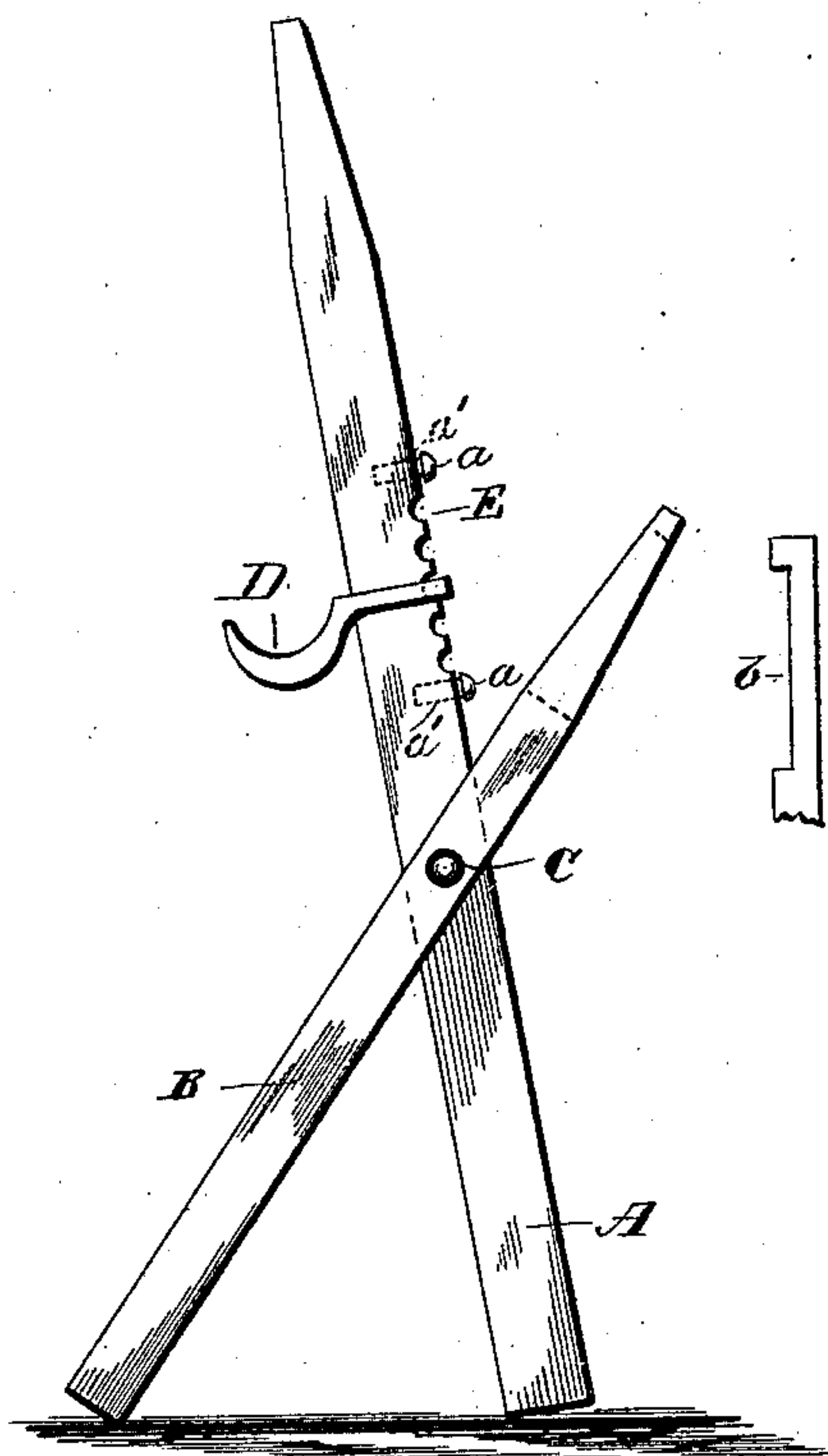
(No Model.)

S. W. CATELY & W. D. TISDALE.

WAGON JACK.

No. 370,767.

Patented Oct. 4, 1887.



WITNESSES

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UNITED STATES PATENT OFFICE.

SHEPARD W. CATELY AND WAYLAND D. TISDALE, OF CORTLAND,
NEW YORK.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 370,767, dated October 4, 1887.

Application filed December 22, 1886. Serial No. 222,316. (No model.)

To all whom it may concern:

Be it known that we, SHEPARD W. CATELY and WAYLAND D. TISDALE, citizens of the United States, residing at Cortland, in the county of Cortland and State of New York, have invented certain new and useful Improvements in Wagon-Jacks; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The object of our invention is to provide a cheap and good wagon-jack simple in its construction and use, we having found that the ordinary wagon-jacks in the market are too complicated and too cumbersome.

In the accompanying drawing a side view of the jack is represented.

Referring to the drawing, A is the standard, which is made of a piece of wood about one and one-half inch wide, one inch thick, and four feet long. About eighteen inches from the lower end of standard A the brace B is pivoted loosely to standard A by the bolt or pivot C. From the lower end of brace B to the bolt C is about twenty inches. The upper end of brace B is tapered down a little, so as to form a convenient handle.

On standard A, and about eight inches above pivot C, is a hook, D, which is to place under the axle of the wagon. This hook D can be raised or lowered on standard A by being put into a different notch of the series of notches shown at E. These notches are about two inches apart, and we usually make five or six notches. The upper end of standard A is tapered off to about an inch square, so as to form a handle. The brace B is made of the same-sized timber as standard A, except it is shorter. The hook D we usually make of malleable iron, and it is slipped down over the top end. If

desired, after the hook is so slipped down it can be prevented from getting too far down or up on the bar or standard A by means of the pins *a* in the holes *a'* of the standard.

The brace B can be closed up when desired, a suitable groove, as shown at *b*, being made in the upper part of B for it to pass over the hook D. The lower ends of the standard A and brace B are cut off square, so as to hold better and not slip.

The operation of the jack is as follows: The standard A is placed so that the hook D will go under the axle conveniently, the brace B being raised by pushing down on its handle for this purpose. Then the standard is pulled at the top, so as to assume more nearly a vertical position, and the axle is raised so that the wheel is free from the ground or floor, and as the said standard A is so pulled the brace B drops and braces the standard A, preventing it from returning, and thus the axle is firmly and securely held up. To take the jack out all that is necessary is to press down on the handle on the brace B and it becomes loose.

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

A wagon-jack consisting of a standard constructed of a single piece and provided with a series of notches, an adjustable hook adapted to operate in said notches, and an adjustable brace pivoted to said standard and adapted to serve as a lever, substantially as and for the purpose set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

SHEPARD W. CATELY.
WAYLAND D. TISDALE.

Witnesses:

JOHN W. SUGGETT,
M. STANLEY BIERCE.