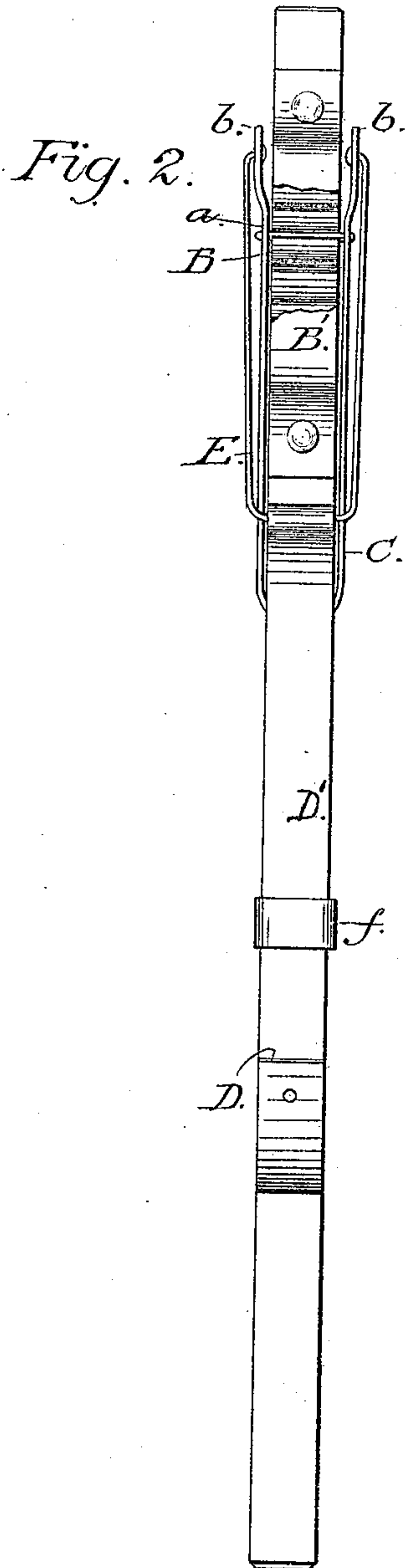
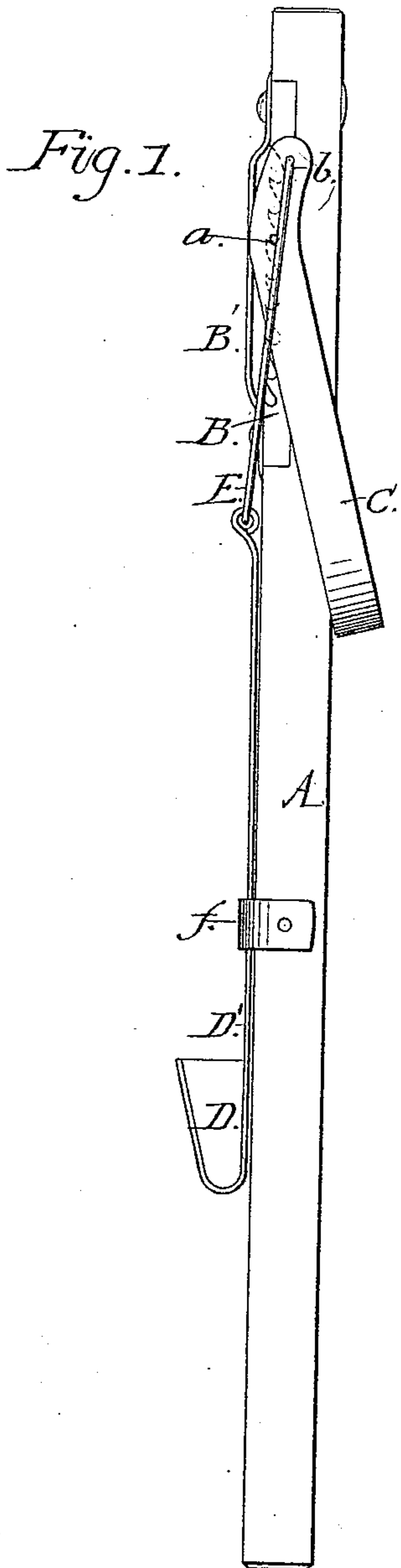


(No Model.)

A. L. WEATHERHEAD.
WAGON JACK.

No. 440,339.

Patented Nov. 11, 1890.



Witnesses:
J. A. White
E. C. Sumner

Inventor:
Alon Weatherhead
per Chas. W. Dunn
Att'y

UNITED STATES PATENT OFFICE.

ALSON LEE WEATHERHEAD, OF MILLER'S FALLS, MASSACHUSETTS.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 440,339, dated November 11, 1890.

Application filed July 15, 1890. Serial No. 358,802. (No model.)

To all whom it may concern:

Be it known that I, ALSON LEE WEATHERHEAD, a citizen of the United States, residing at Miller's Falls, in the county of Franklin and State of Massachusetts, have invented certain new and useful Improvements in Wagon-Jacks; and I 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.

My invention is an improvement in wagon-jacks; and it has for its object to provide a means for lifting a vehicle and holding its wheels above its base during the process of lubrication.

In the drawings illustrating the invention, Figure 1 is a side elevation adjusted to position to support a vehicle. Fig. 2 is a front elevation of the same.

Similar reference-letters indicate like parts in both of the figures.

Referring to the drawings, A is an upright rectangular post provided near its upper end with a serrated rack B, the teeth of which are adapted to support a pin *a*, forming the fulcrum of the lifting-lever, and B' is a guard provided to cover said rack and serve to prevent the said pin from jumping away from the post.

C is the lever, formed of a single piece of material, (preferably metal,) bent in the form of a U and held together at its free ends by the pin *a*.

b b are the ends of the lever which forms its short arm.

D is the supporting-block of the jack, composed, preferably, of a piece of wood V-shaped and bound by a metallic strap D', which extends upward and is held to place against the post A by a retaining-strap *f*. A link E serves to connect the lever C to the strap D'.

In the operation of the device the pin of the lever C is adjusted upon the rack B at a point to suit the height of a vehicle-axle, taking into consideration the height the same is to be lifted. The operator, after placing the supporting-block under the axle, takes hold

of the long arm of the lever C and bears down upon it until the closed portion or U end rests against the back of the post A. When in this position, the short arm of the lever C will be found to be back of its fulcrum or center of motion, so that the weight bearing upon the support D pulls the long arm of the said lever snugly against the back of the post, thus precluding the need of a special retaining device to hold the block to position during service. This lifting and holding device is meritorious in its simplicity of construction and on account of its economy of manufacture, owing to the very few parts of which it is composed.

An essential and valuable feature of this invention is that the application of power to work it and to raise a carriage is all above the plane of the axle, contributing largely to ease in operating the jack.

I am aware that it is not new to employ a lever pivoted adjustably to a post of a wagon-jack and having a fulcrum to engage a rack when such lever is united to a support which embraces the said post, and to such, broadly, I make no claim.

My device is simple and economical of construction, both the supporting-strap and the lever being formed of ordinary bent iron and the link connecting the said strap and lever being formed of simple bar-iron bent to form.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In combination, the post A, the rack B, secured to said post, the guard B', secured to said rack, the supporting-strap held against the post A by the loop *f*, the supporting-block D, secured to said strap, lever C, having fulcrum-pin *a*, and the link E, connecting the supporting-strap D' and the lever C, as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ALSON LEE WEATHERHEAD.

Witnesses:

JAMES S. GRINNELL,
WM. H. ALLEN.