

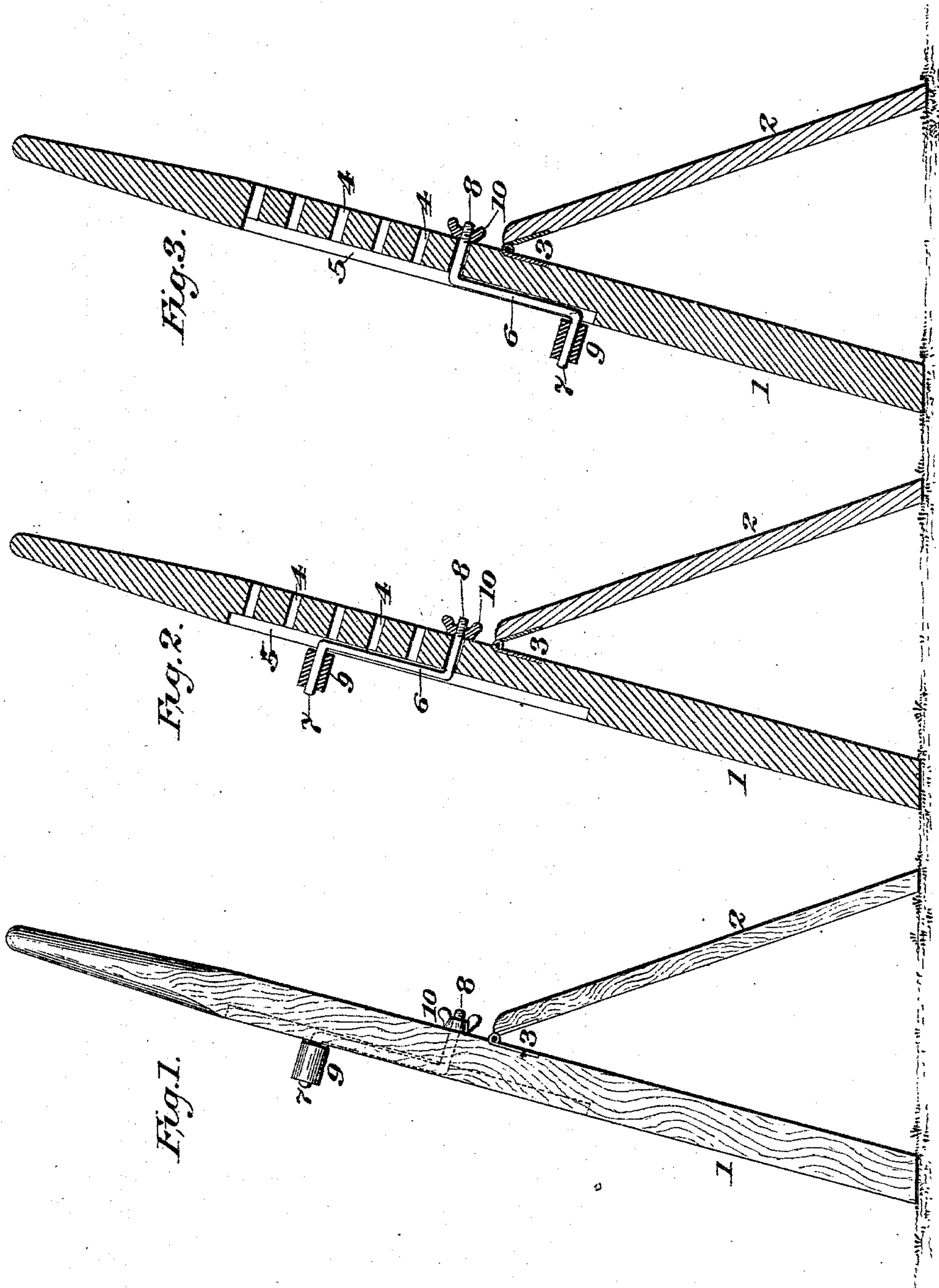
(No Model.)

L. M. ALLESTON & G. B. CHAPMAN.

WAGON JACK.

No. 511,182.

Patented Dec. 19, 1893.



Witnesses
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UNITED STATES PATENT OFFICE.

LOUIS M. ALLESTON, OF AMENIA, AND GEORGE B. CHAPMAN, OF DOVER PLAINS, NEW YORK.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 511,182, dated December 19, 1893.

Application filed September 27, 1893. Serial No. 486,576. (No model.)

To all whom it may concern:

Be it known that we, LOUIS M. ALLESTON, residing at Amenia, and GEORGE B. CHAPMAN, residing at Dover Plains, in the county of Dutchess, State of New York, citizens of the United States, have invented certain new and useful Improvements in Wagon-Jacks; and we do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

Our invention relates to improvements in carriage or wagon jacks which are used for elevating the axles of vehicles, so that the wheels may be rotated while being washed, or be removed for greasing the spindles, or other purposes.

The object of the invention is to provide an improved construction of device of the above character or description, which can be cheaply and economically manufactured, which shall be simple and efficient in operation, and in which the supports which engage with the axle, can be adjusted or regulated, so as to accommodate the jack to vehicles of varying heights.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a carriage or wagon jack constructed in accordance with our invention. Fig. 2 is a central longitudinal section of the same. Fig. 3, is a similar view showing the axle support in a different position.

In the said drawings, the reference numeral 1 designates a long leg or lever, of wood or other suitable material, having its upper end formed into a handle. About midway of its ends, on the rear side this leg or lever has hinged to it a supporting leg 2, and above the hinge 3, by which the leg is secured to the lever, the latter is formed with a series of holes 4, which terminate in front in a vertical slot 5.

The numeral 6 designates a metal rod having its ends bent at right angles to the body

portion and in opposite directions, forming arms 7 and 8. One of these arms 7, which forms the axle support is provided with a rubber sleeve 9, while the other is provided with a removable head 10.

In operation, the arm 8 is inserted in one of the holes in the lever 1, and secured in place by the head 10, the body portion of the metal rod resting in the slot 5, which prevents lateral movement thereof. The arm 7 is then inserted under an axle to be raised, and by elevating the upper end of the lever the axle will be correspondingly elevated, the hinged leg moving toward the lever and its free end engaging with the ground supports and holds the same.

The jack can be disengaged from the vehicle by knocking the leg backward when the axle will fall.

To adjust the device to vehicles of varying heights the head 10, is removed from arm 8, which is disengaged from its hole and inserted in a higher or lower hole, according to whether the jack is to be employed in connection with a high or low vehicle. The axle support can also be elevated or regulated by simply turning it upside down as seen in Fig. 3. This is a rapid manner of adjusting the same as it is not necessary to withdraw the arm 8 from its hole.

Having thus described our invention, what we claim is—

In a wagon or carriage jack, the combination with the leg 1, formed with a vertical slot 5, on one side, and with a series of holes terminating in said slot, of the axle support consisting of the metal rod having its ends bent at right angles forming arms 7 and 8, one of which is adapted to engage with and rotate in said holes, the removable head attached to the arm engaging with said hole, and the rubber sleeve on the other arm, substantially as described.

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

LOUIS M. ALLESTON.
GEORGE B. CHAPMAN.

Witnesses:

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