No. 724,437. PATENTED APR. 7, 1903.

D. CLARY.

WAGON WRENCH AND JACK.

APPLICATION FILED DEC. 26, 1902.

NO MODEL.

Fig. 1.

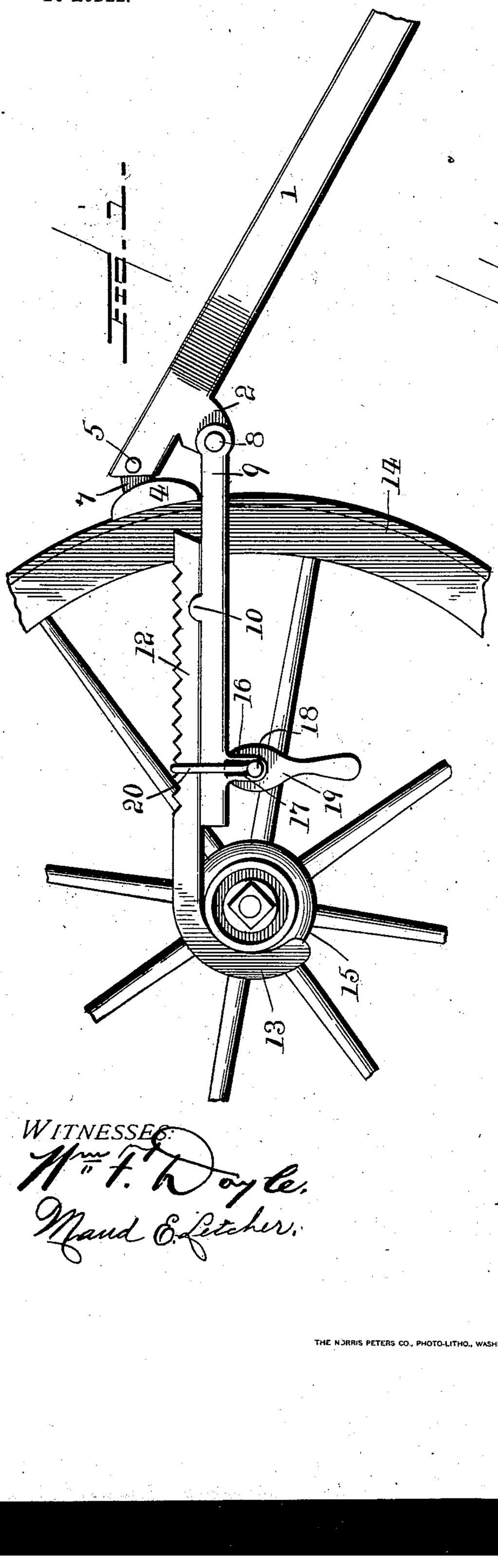
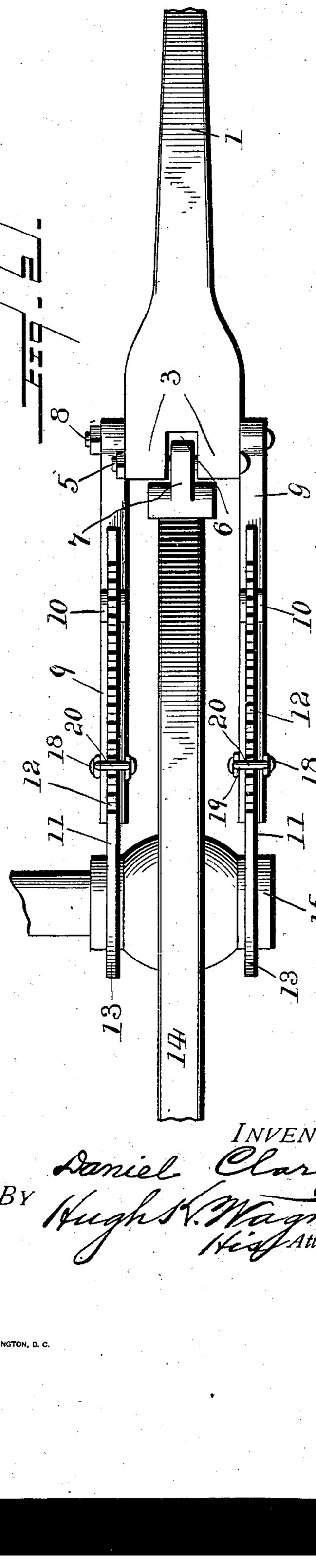


Fig. 2.



WITNESSES:
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Maud E. Litcher.

INVENTOR:
Daniel Clary,
BY Hugh K. Wagner,
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UNITED STATES PATENT OFFICE.

DANIEL CLARY, OF ST. LOUIS, MISSOURI.

WAGON WRENCH AND JACK.

SPECIFICATION forming part of Letters Patent No. 724,437, dated April 7, 1903.

Application filed December 26, 1902. Serial No. 136,567. (No model.)

To all whom it may concern:

Be it known that I, DANIEL CLARY, a citizen of the United States, residing at the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Wagon Wrenches and Jacks, of which the following is a specification.

My invention has for its object the provision of a wagon-wrench which may be attached to the hub of a wagon-wheel to aid in pulling the wheel out of a rut when the wagon has become stalled and which may be carried around on a wagon without any inconvenience to the teamster. My device may be also employed as a jack to raise the wheel, when desired, and by its construction and general adaptability is especially useful to teamsters.

This device will be more fully described with reference to the accompanying drawings, which fully illustrate the same, and in which—

Figure 1 is a side view of my device as attached to the hub of a wagon-wheel in the position necessary for the same in aiding in moving the wheel from a stalled position, while Fig. 2 is a top plan of the device in its attached position.

Referring more particularly to the drawings, in which like letters of reference denote similar parts throughout the different views, 1 represents the operating-lever of the device, having a lug or projection 2 extending across the same near the end adjacent the wheel 14, while the end portion of this lever is bifurcated, and between the forks 3, formed by this bifurcation of the lever, there is adapted to fit the shoe 4, which is pivotally secured in the recess 6 between said forks 3 by means of the bolt 5, extending through a lug 7 of the same and through the forks 3. This shoe is adapted to contact with the rim of the wagon-wheel upon operation of the lever 1. Through lug 2 of the lever 1 extends a bolt 8, upon which are pivotally secured a pair of arms 9, one at each side of the lever, as seen best in Fig. 2. These arms 9 have guides 10, secured upon the upper edges thereof, there being a pair on each arm oppositely disposed to each other, as seen in Fig. 2. These pieces 10 serve to guide the hook members 11, which are secured on the arms 9. These hook members comprise ratchet portions or arms 12, which are secured to the arms 9, and hook portions 13, which are adapted to engage the hub 15 of a wheel. For the purpose of securing the hook members to the arms 9 there are provided the lugs 16 on the said arms, which may be integral therewith. These lugs have a slot 17 therein to permit of the upward and downward movement therein of pins 18, to which are pivotally connected the cams 19. Secured to the cams 19 near the pivotal point thereof are the straps 20. These straps are adapted to pass over the ratchet portions 12 of the arms 11 and to engage between the teeth thereof to hold the arms in any adjusted position on the arms 9 upon the turning of the cams 19 to the position shown in Fig. 1. These cams 19 are turned upwardly to allow of play for the straps 20 and the pins 18 to permit the adjustment of the arms 11 to any length of radius of a wheel to which it may be desired to attach this device.

The operation of my device is extremely simple and will be briefly outlined. When it is desired to aid in freeing a wheel from a stalled position, the cams 19 are turned so as to loosen the arms 11 to permit of the hook portions 13 engaging the hub of the wheel and the shoe 4 contacting with the rim of the wheel 14. The cams are then turned to tighten the straps 20 to secure the hook members 11 on the arms 9. The hook portions being placed over the hub of the wheel, the lever is turned to bring the shoe against the rim thereof, and the lever is then moved upwardly and downwardly on its pivoted connections with the arms and shoe, thus giving a pull on the wheel which will greatly aid the draft-animals in starting the wagon.

It is readily seen that this device may be folded upon itself due to the pivotal connections of the parts. Also by placing the portion 13 of the hook members upon the ground and the end of the lever 1 under the axle of the wheel this device may be employed as a lifting-jack; but this is a secondary object of my device.

Minor changes may be made in this device without departing from the spirit of my invention, and

What I claim, and desire to secure by Letters Patent of the United States, is—

1. A device of the character described, comprising an operating-lever, a shoe pivoted

therein, arms pivotally secured to said lever, a pair of hook members adjustably secured to said arms, and means for adjustably securing said members to the arms, substantially as described.

2. In a wagon-wrench, the combination with an operating-lever, of a shoe pivotally mounted therein, parallel arms pivoted at opposite sides of said lever, a pair of hook members adjustably secured to said arms, said hook members comprising ratchet-arms and hooked portions, said hooked portions adapted to engage a wagon-wheel hub, and means adapted to engage with said ratchet-arms to secure the hooked members in adjusted position, on said pivoted arms, substantially as described.

3. In a device of the character described, the combination with a wagon-wheel, of an actuating-lever, a shoe pivotally connected thereto adapted to engage the rim of said wheel, a pair of arms pivoted to said lever, parallel hook members mounted on said arms adapted to engage the hub of the wheel, said members having ratchet portions thereon, means for adjustably securing said members to the pivoted arms, said means engaging with the ratchet portions of the hook members, substantially as described.

4. In a wagon-wrench, the combination with an actuating-lever, of a shoe pivotally mounted therein, a pair of arms pivoted to said lever, a pair of hook members adjustably secured to said arms upon the upper faces thereof, the hooked portion of said members adapted to engage the hub of a wagon-wheel on opposite sides of said wheel, ratchet portions formed on said members, means for adjustably securing the hook members to said pivoted arms engaging with the ratchet portions of the same, substantially as described.

5. A wagon-wrench comprising an actuating-lever, arms pivotally mounted thereon, a pair of hook members adjustably mounted on said arms, said hook members adapted to engage the hub of a wheel on opposite sides of the wheel, substantially as described.

6. A device of the type set forth, comprising an actuating-lever, a pair of arms pivotally secured thereto, a pair of hook members mounted on said arms, adapted to engage the hub on opposite sides of the wheel, and ratchet portions on said members extending over the pivoted arms, substantially as described.

7. In a wagon-wrench, the combination of an actuating-lever, a pair of arms pivoted to said lever, at opposite sides thereof, parallel hook members mounted on the arms, said members adapted to engage with the hub of a wheel upon opposite sides of the said wheel, and ratchet portions formed on said hook members, adapted to be secured upon the pivoted arms, substantially as described.

In testimony whereof I have affixed my signature, in presence of two witnesses, this 23d day of December, 1902.

DANIEL CLARY.

Witnesses:
ADELAIDE HENSING,
MAUD E. LETCHER.