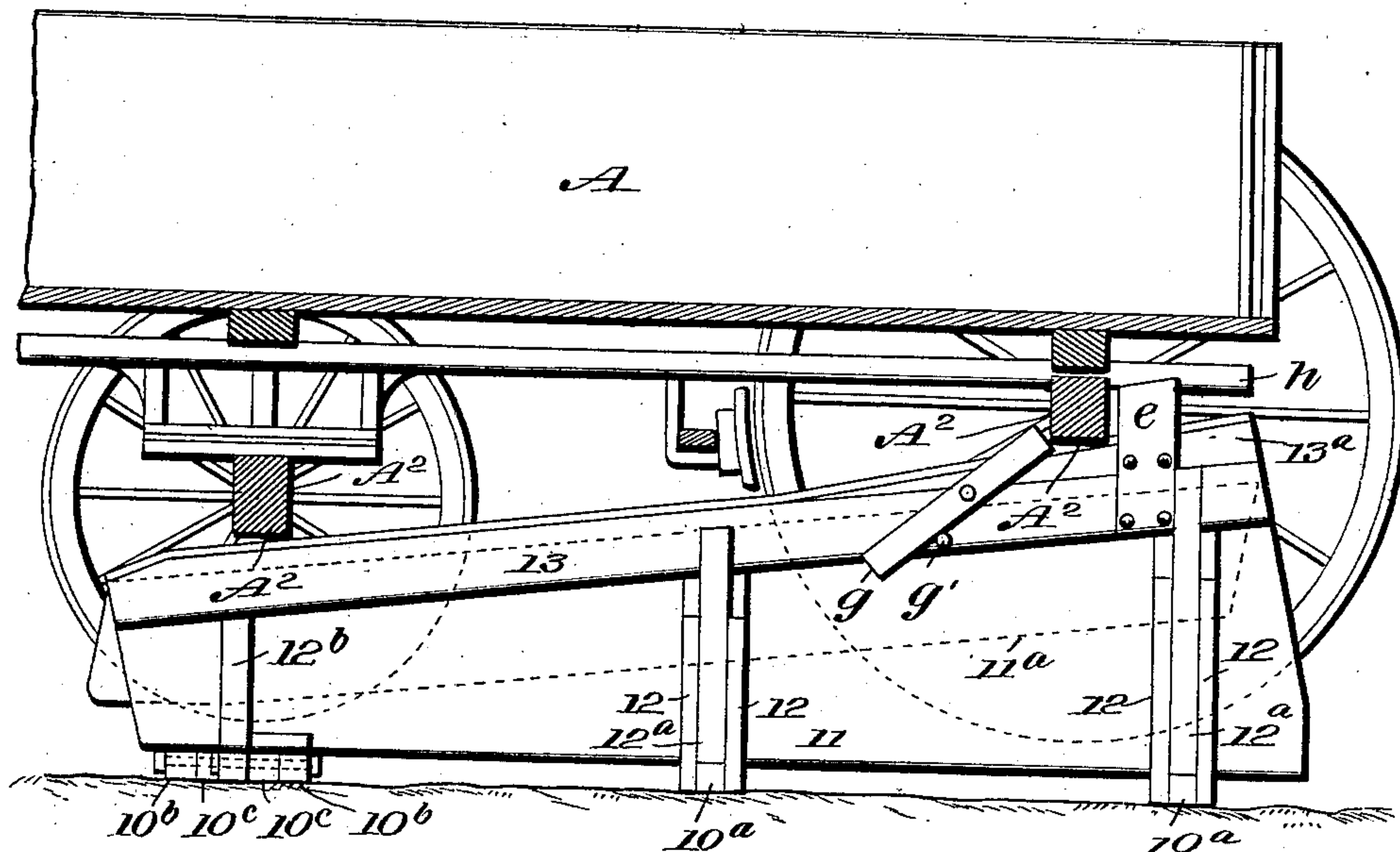


D. A. GILCHRIST.  
WAGON JACK.  
APPLICATION FILED MAY 28, 1908.

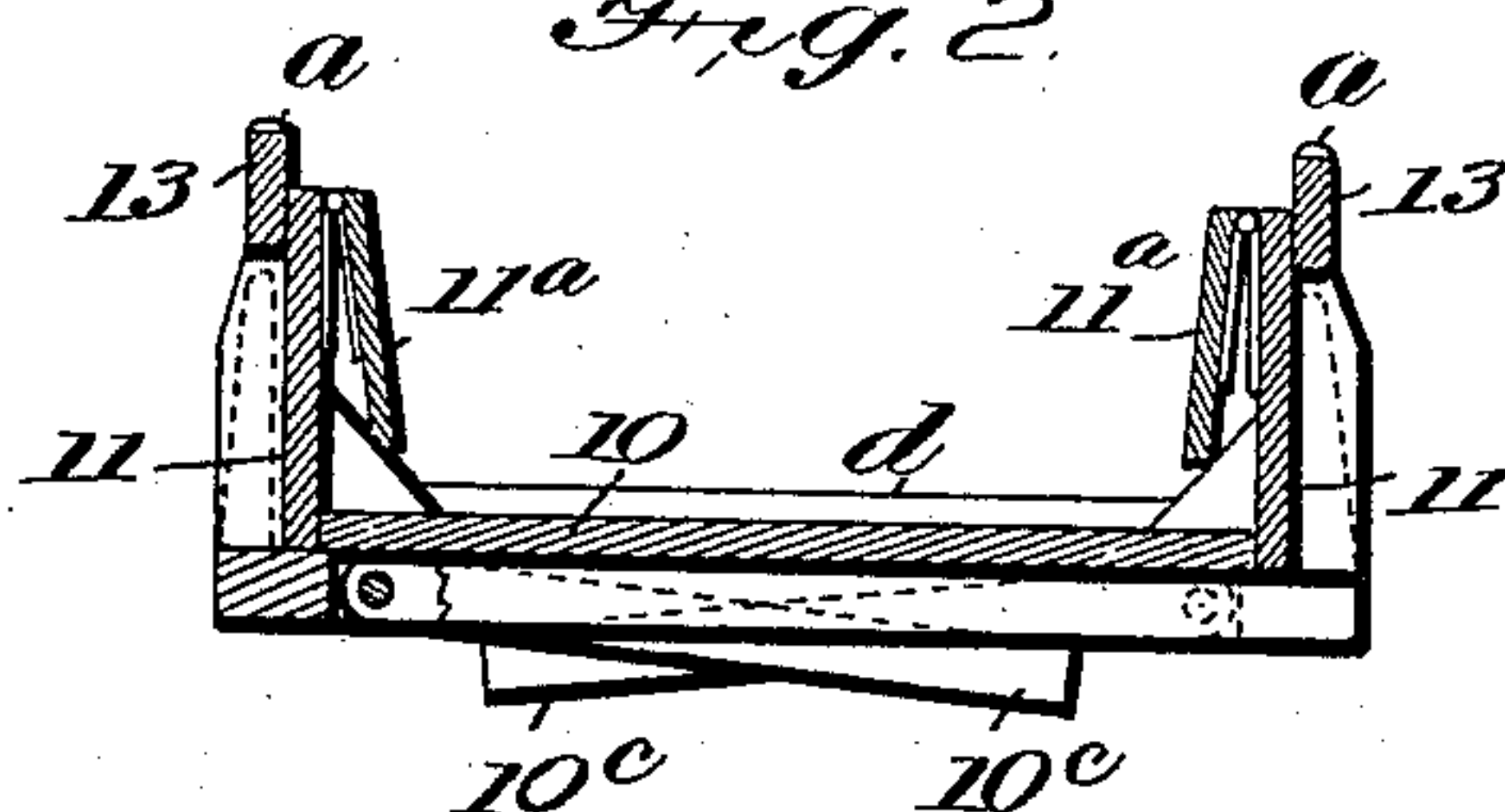
918,141.

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*Fig. 1.*



*Fig. 2.*



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# UNITED STATES PATENT OFFICE.

DAVID A. GILCHRIST, OF BELGRADE, MONTANA.

## WAGON-JACK.

No. 918,141.

Specification of Letters Patent.

Patented April 13, 1909.

Application filed May 28, 1908. Serial No. 435,601.

*To all whom it may concern:*

Be it known that I, DAVID A. GILCHRIST, a citizen of the United States, and a resident of Belgrade, in the county of Gallatin and State of Montana, have invented a new and Improved Wagon-Jack, of which the following is a full, clear, and exact description.

The object of the invention is to provide a lifting and supporting jack, whereon a wagon may be readily mounted and its wheels raised from a floor or the ground, and thus be free for removal for lubrication of the spindles that the wheels rotate upon; and a further object is to so construct the lifting and supporting jack that it will serve effectively as a stock chute for a wagon.

The invention consists in the novel construction and combination of parts, as is hereinafter described and defined in the appended claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side view of the improvement with a wagon in section mounted thereon, and Fig. 2 is a transverse sectional view of the improvement.

The body of the jack is formed of wooden planks, affording an oblong rectangular platform 10, that is strengthened by a plurality of sills 10<sup>a</sup>, which are secured by screws or bolts thereon, extending transversely on the lower surface thereof. At the side edges of the platform 10, that are parallel with each other, side walls 11, 11, are erected and secured upon the platform or bottom wall 10, by means of upright batten strips 12, that are arranged in pairs, each pair embracing the end of a sill 10<sup>a</sup> that is projected outwardly for such an engagement, and it is to be understood that any preferred number of the sills and batten strips may be employed.

Upon the outer surface of the side walls 11 and resting upon the batten strips 12 are trackway bars 13 which project above the side walls 11, and between each pair of batten strips an upright brace 12<sup>a</sup>, is closely fitted and secured upon the side walls 11, and upon the side walls 11, short braces 12<sup>b</sup> are positioned near the front ends of the said walls and supported on one of the cross timbers 10<sup>b</sup> secured to the under face of the platform.

The track bars 13 are sloped on their upper

edges near their forward ends, and upon said edges, a wedge-shaped strip 13<sup>a</sup> is affixed, the wider end of each of said strips being disposed at the rear end of a respective track bar.

The braces 12<sup>a</sup> are lapped at their upper ends upon the trackway bars 13, and said lapped portions are thereupon secured, thus providing a strong, durable connection between the side walls 11 and the trackway bars 13. The upper edges of the side walls 11 are sloped somewhat from the rear ends of said side walls to the forward ends thereof, so as to correspond with the sloped upper edges of the trackway bars 13, and upon the upper edges of each of said trackway bars, a metal facing strip *a* of strap iron or the like, is secured.

Upon each trackway bar 13, at its outer side and near the rear end thereof, an abutment piece *e* is secured, that projects upward and may be impinged against the corresponding rear brace 12<sup>a</sup>, so as to stiffen the piece *e*. Forward of and near the abutment piece *e*, on each trackway bar 13, a prop brace *g* is pivoted near its center, the forward end of each being slightly heavier than the rear end thereof, so that each brace normally inclines forward and downward, and as shown in Fig. 1, a stop pin *g'* is inserted in a respective trackway bar, at a point near the forward end of a corresponding prop brace, which limits the downward inclination of the latter.

When the device is in use the cross timbers 10<sup>b</sup> and 10<sup>a</sup> are seated upon a floor or level ground, which will dispose the forward end of the trackway bars 13 slightly lower than the lower sides of the axles A<sup>2</sup> of the wagon A. The upper surfaces of the metal facings on the trackway bars 13 may be greased slightly and the wagon be pushed either by hand or by a draft animal rearwardly, which will cause the axles A<sup>2</sup> to ride upon the trackway bars. When the rear axle approaches the abutment pieces *e*, it will first depress the upper ends of the prop braces *g*, and then may contact with said abutment pieces. After the prop braces *g* are released by the rearward movement of the axle over them, said prop braces will resume their normal positions, and as shown for one prop brace in Fig. 1, the free upper ends of said braces *g* will engage with the lower forward corner of the axle and receive the pressure of weight imposed by the tendency of the vehicle to



slide down and forward on the trackway bars. The vehicle wheels are now raised sufficiently from the ground, to permit their free rotation and may be readily removed for lubrication of the axle spindles. Obviously, after the wheels of the vehicle are replaced, the wagon may be slid down off of the trackway bars 13, if the prop braces *g* are released from the rear axle.

10 In order that the jack may be used as a stock chute for wagons and the like, I provide the side walls 11 with hinged boards 11<sup>a</sup> for increasing their width, and to the under side of the platform 10 at the forward end  
15 between two of the bars 10<sup>b</sup>, I hinge legs 10<sup>c</sup>, so that the forward end of the chute can be elevated and arranged close to the open end of a wagon body. I also provide the upper surface of the platform 10 with transverse  
20 cleats *d* which serve as foot holds for the animals that travel up or down the chute.

It is of course understood that when the device is used as a jack, the hinged boards 11<sup>a</sup> are turned down inwardly and the legs  
25 10<sup>c</sup> are folded under the platform 10 as shown in Fig. 2.

Immaterial changes within the scope of the invention may be made, and I claim all such alterations in form and proportions of  
30 the parts as are within the intent of the claims.

I claim—

1. In a device of the character described, the combination with a platform, of side walls thereon longitudinally sloped on their upper edges, trackway bars secured on the outer sides of the side walls and longitudinally inclined, abutment pieces on the trackway bars at their outer sides and near the like ends of each bar, and prop braces pivoted on the outer sides of said trackway bars near the abutment pieces.

2. In a device of the character described, the combination with an elongated rectangular platform, of a side wall erected along each side edge of the platform, and having similarly sloped top edges, a trackway bar secured on the outer side of each side wall near the upper edge thereof, supporting braces on the outer side of each side wall and engaging the trackway bars, metal facing strips on the upper edges of the trackway bars, an abutment piece on the outer side of each trackway bar, and a prop brace pivoted near its center on each trackway bar so that its rear end will approach a corresponding abutment piece.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DAVID A. GILCHRIST.

Witnesses:

CHAS. VANDENHOOK,  
W. H. CLARK.