

M. D. ADAMS.
Wagon-Jack.

No. 217,669.

Patented July 22, 1879.

Fig:1

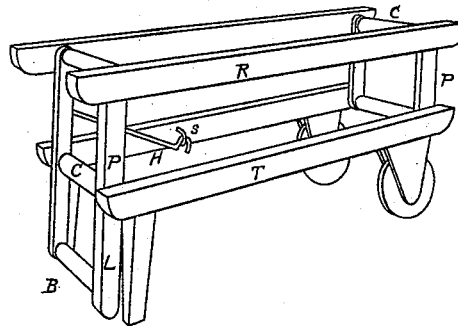


Fig.2

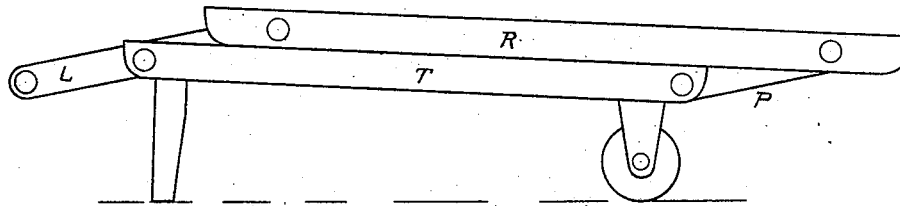
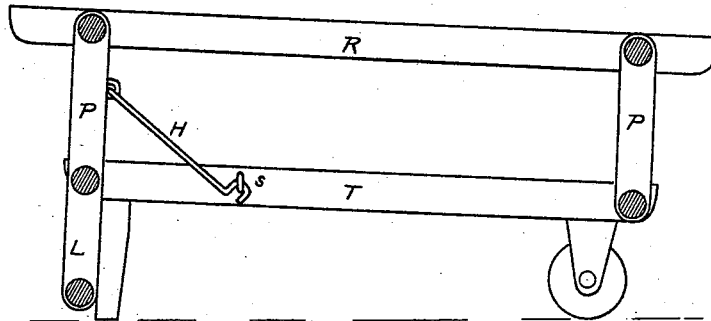


Fig.3



Witnesses

Geo. B. Elliot
A. J. Blake,

Inventor

Marshall D. Adams,
Per Hiram Blake Atty.

UNITED STATES PATENT OFFICE.

MARSHALL D. ADAMS, OF MARLBOROUGH, NEW HAMPSHIRE.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **217,669**, dated July 22, 1879; application filed April 2, 1879.

To all whom it may concern:

Be it known that I, MARSHALL D. ADAMS, of Marlborough, in the county of Cheshire and State of New Hampshire, have invented certain new and useful Improvements in Wagon-Jacks; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view of my improved wagon-jack, representing the upper rack elevated when employed for raising wagons. Fig. 2 is a side elevation, showing the upper rack closed when not in use. Fig. 3 is a section showing the construction of the ratchet-hook for holding the upper rack in position.

The object of my invention is to provide a jack for buggies, carriages, and wagons of all kinds, which will raise the vehicle bodily from the ground, so that all the wheels can be removed at once for the purpose of cleaning and greasing the axles or washing the body of the wagon.

My invention consists, first, of a truck, T, similar in form to the ordinary baggage-truck, which can be easily moved from place to place, and readily placed under the running part of a wagon for the purpose of raising the same; second, of a rack or frame, R, of the same width and about the same length as the truck. This frame is connected with the truck by four movable posts or supports, P, pivoted to the parallel bars of the frame and truck. These posts move on bearings on the cross-bars C of both the truck and rack, thus allowing the rack or frame to be lowered or raised at pleasure.

The rear posts or supports, P, are extended from the cross-bar of the truck-frame as far as practicable, and connected together at the ends by a cross-bar, thus forming the lever L. This arrangement serves the double purpose of handles for moving the truck, and also a lever to be used by the foot for raising the vehicle from the ground.

When it is desired to raise a carriage for the purpose of cleaning or greasing the wheels, the jack is first run under the vehicle; then, by pressing the foot on the hind cross-bar, B, and seizing the cross-bar of the rack with the hands, the vehicle is easily raised from the ground. The rack is held in position by the hook H, which is attached to one of the supports of the rack. A staple, s, is placed at a proper distance on the inside of the bar of the truck, through which the rod of the ratchet-hook passes, thus keeping it in position.

The hook is bent to form a loop at the upper part, so that when the upper rack is raised in position the loop in the hook falls over and against the lower arm of the staple s, and thus confines the rack in position. The vehicle is lowered by simply removing the loop from the staple, when the rack falls to its former position.

I claim as my invention—

The body of the truck T, in combination with the elevating-rack R, standard P, and foot or hand lever L, substantially as set forth and described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

MARSHALL D. ADAMS.

Witnesses:

HIRAM BLAKE,
JARVIS ADAMS, Jr.