C. T. DRAKE.

Wagon-Jack.

No. 166,689. Patented Aug. 17, 1875.

FIG. 1.

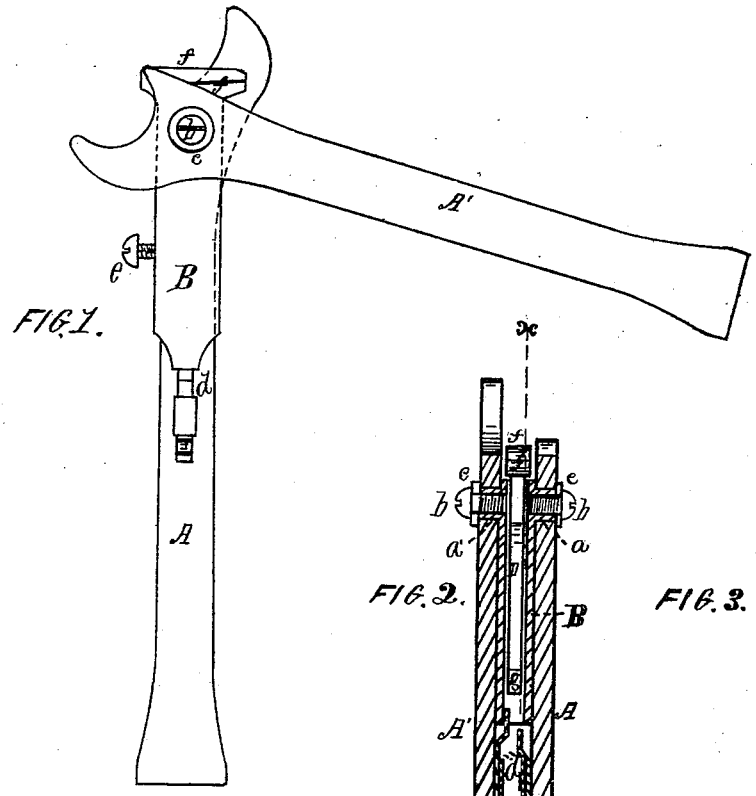


FIG. 2.

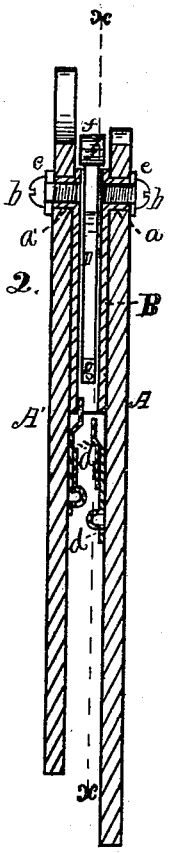
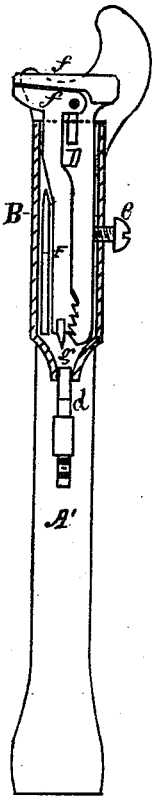


FIG. 3.



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UNITED STATES PATENT OFFICE

CHESTER T. DRAKE, OF EVANSTON, ILLINOIS, ASSIGNOR, BY MESNE ASSIGNMENT, TO SETH A. MATTISON, OF WASHINGTON, D. C.

IMPROVEMENT IN WAGON-JACKS.

Specification forming part of Letters Patent No. **166,689**, dated August 17, 1875; application filed August 7, 1875.

To all whom it may concern:

Be it known that I, CHESTER T. DRAKE, of Evanston, in the county of Cook and State of Illinois, have invented new and useful Improvements in Wagon-Jacks; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a side elevation of a wagon-jack embodying my invention. Fig. 2 is a vertical transverse section of the same, cutting the levers through the center; and Fig. 3 is a vertical central section, showing the parts to the left hand of the line *x x*, drawn through Fig. 2.

Similar letters of reference indicate like parts in the different figures of the drawing.

The object of my invention is to provide a wagon-jack with a tool-holder arranged to receive the respective tools employed in adjusting the separate parts of the wagon; and to that end it consists in the combination of the parts, as will be more fully understood by the following description and claims.

In the drawings, A A′ represent parallel levers, which are constructed of wood, in the form shown. B is a cast-metal receptacle or tool-holder. This receptacle is provided, near its upper end, with lugs *a a′*, projecting outward at a right angle from its sides, which pass loosely through the upper ends of the levers, as shown in Fig. 2. The levers A A′ are secured upon the lugs by means of set-screws *b b*, which pass into the ends of the lugs and bear against washers *c c*, fitting upon or against the sides of the levers. The arrangement of each lever on its lug is such as to admit of a free and easy oscillating movement independent of the other. Attached to the inner surface of each lever, at a point near the lower end of the receptacle, is a sliding latch, *d*, which is so arranged that by a longitudinal movement of the same its upper end passes into or engages the lower end of the receptacle, thus connecting the latter to either lever, as may be desired, and in a line parallel with its sides. D is a wrench, the shank or handle of which is so arranged as to fit into the receptacle loosely, as shown in Fig. 3, and is secured therein by a set-screw, *e*, arranged in the wall of the receptacle. The jaws *f f* of the wrench project upward above the receptacle, and form a shoulder on which the axle rests when elevated. Firmly secured to the end of one handle of the wrench is a blade, *g*, which forms the ordinary screw-driver. F is a cold-chisel, which is loosely secured within the receptacle, and so arranged as to be readily removed when desired. It will be observed that one lever is slightly longer than the other, the object of which is to adapt the same to the corresponding height of the front and rear axle of the wagon.

My invention is operated as follows: The receptacle is secured in a fixed position on one of the levers by means of the sliding catch; the lever is then arranged in a perpendicular position, allowing the axle to rest within the curvature of the other lever; power is then applied to the long end of the latter lever, which elevates the axle to the proper position to rest upon the jaws of the wrench, the lug on the receptacle forming the fulcrum on which the lever moves. To readjust or remove the axle from its support the long end of the lever is lifted upward, which brings the curved portion of the lever against the axle, imparting a forward movement to the upper end of the perpendicular lever, which moves the jaws of the wrench from under the axle, and the latter is allowed to descend by the continuous upward movement of the lever until the wheel rests upon the ground.

Having thus described my invention, I claim—

1. In combination with the hollow receptacle B, provided with the lugs *a a*, the levers A A′, provided with the sliding catches *d d*, all operating as specified.

2. In combination with the hollow receptacle B and levers A A′, arranged as described, the wrench D, adapted to support the axle, as specified.

The above specification of my invention signed by me this 1st day of August, A. D. 1874.

CHESTER T. DRAKE.

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