

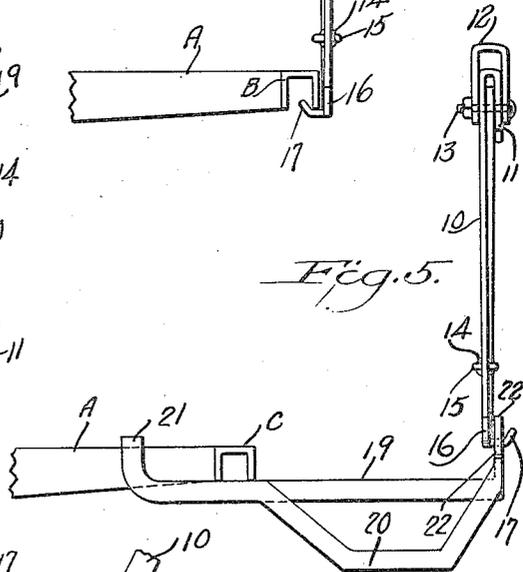
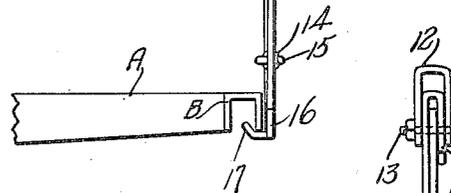
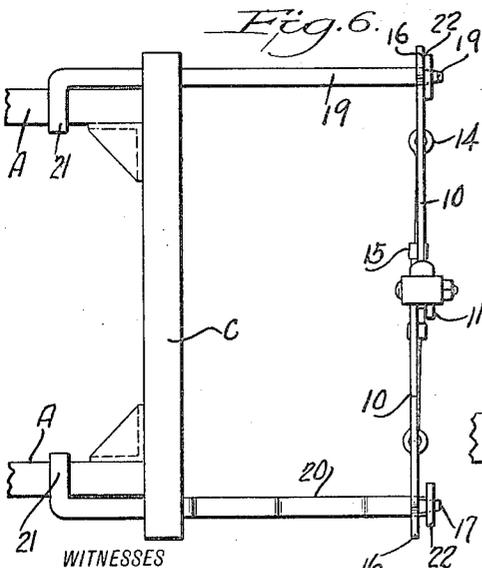
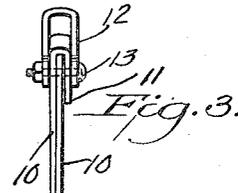
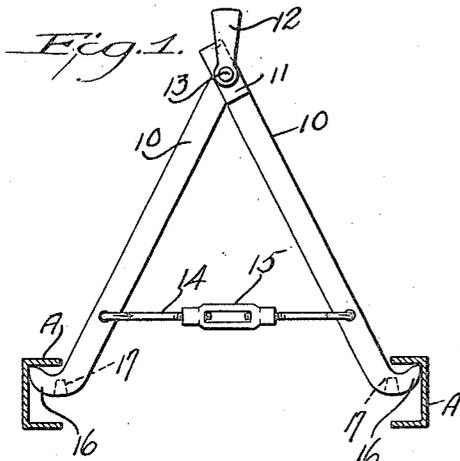
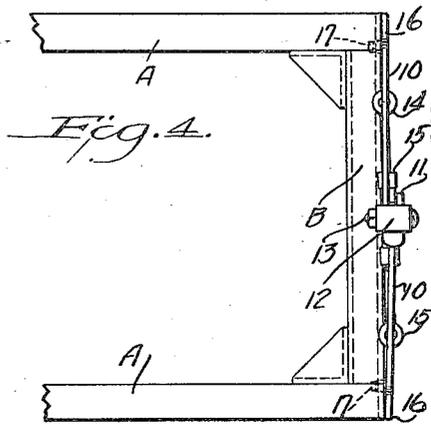
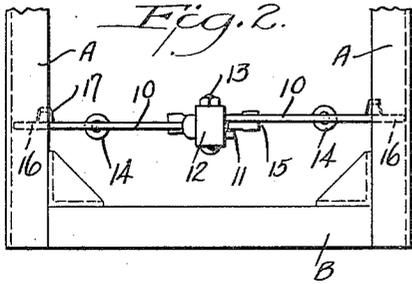
June 19, 1923.

1,459,655

F. G. CLINE

LIFTING DEVICE

Filed Dec. 21, 1921



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UNITED STATES PATENT OFFICE.

FRED G. CLINE, OF NEOSHO, MISSOURI.

LIFTING DEVICE.

Application filed December 21, 1921. Serial No. 523,954.

To all whom it may concern:

Be it known that I, FRED G. CLINE, a citizen of the United States, and a resident of Neosho, in the county of Newton and State of Missouri, have invented a new and Improved Lifting Device, of which the following is a description.

My invention while useful for other purposes is more particularly designed as a lifting device for application to the Ford automobile.

The general object of the invention is to provide a lifting device of the indicated character so constructed and arranged as to be adapted for engaging the front cross member of the frame for repairing the steering gear, wheels, springs, etc.; for lifting by the side frame bars for the purpose of removing or installing the front cross member; or for lifting the rear end of the automobile without touching or damaging parts of the car body in the removal or replacing of the differential, rear springs, etc.

The nature of the invention and its distinctive features and characteristics will clearly appear as the description proceeds.

Reference is to be had to the accompanying drawings forming a part of this specification, it being understood that the drawings are merely illustrative of one example of the invention.

Figure 1 is an elevation of a lifting device forming part of my invention, illustrating the same as engaged with the side bars of a chassis frame;

Figure 2 is a plan view with the device arranged to function as in Figure 1;

Figure 3 is an edge view or side elevation of the lifting device illustrating the same in engagement with the front bar of a chassis frame;

Figure 4 is a plan view of the device arranged as in Figure 3;

Figure 5 is a side elevation of the device including the members for use in the lifting by engagement with the rear end of the chassis;

Figure 6 is a plan view of the assemblage shown in Figure 5;

Figure 7 is a detail in front elevation of a portion of the assemblage of Figures 5 and 6 and to be hereinafter referred to.

My improved device comprises two side members 10 one of which advantageously is

return bent over the upper end of the other and a pivot pin 13 passed therethrough and through a shackle or hanger clip 12. The arms 10 may be distended or contracted by a transverse brace 14 with a turnbuckle 15.

At the lower ends the arms 10 are provided with hooks 16 in the planes or substantially the planes of said members 10 and formed or provided also with lateral hooks 17, the hooks 16, 17 being thus at right angles or approximately so.

With the described construction, if it is desired to remove the front cross member B of a chassis frame or install a new one, the described lifting device is engaged by its hooks 16 with the side channel bars A of the chassis frame and a lifting chain or other lifting means is engaged with a shackle or yoke 12. Thus, the device will hold the side bars A in proper position for receiving a front cross member B, the described mode and use of the device being illustrated in Figures 1 and 2.

For lifting by engagement with the cross member B of the chassis frame, the device is positioned at the front of the frame as illustrated in Figures 3 and 4 and the lateral hooks 17 engaged beneath the front edge of the member B which ordinarily is of channel form with the flanges downwardly disposed.

For the purpose of engaging the chassis frame at the rear for lifting, a more complete assemblage is employed as illustrated in Figures 5 to 7 in which assemblage, in addition to the devices as shown in Figures 1 to 4, I employ additional side bars 19, 20 adapted to be disposed longitudinally of the chassis frame and overlapping the latter. The one side bar 20 is depressed to clear the tail lamp and license bracket. At the front ends the side bars have hooks extending upwardly laterally and then downwardly to hook over the side bars A of the chassis frame, the bars 19, 20 extending forwardly beneath the rear cross member C of the chassis frame. Said bars 19, 20 have upturned rear ends 22 formed each with an opening 23 adapted to receive the lateral hooks 17.

I would state in conclusion that while the illustrated example constitutes a practical embodiment of my invention, I do not limit myself strictly to the exact details herein illustrated, since, manifestly, the same can be considerably varied without departure

from the spirit of the invention as defined in the appended claim.

Having thus described my invention, I claim:

- 5 A lifting device of the class described including a pair of elements pivotally connected at their upper ends, and means inter-

mediate its ends to spread the lower ends of said elements, said elements having at the lower terminals hooks at the outer sides 10 in the planes of said members and also having lateral hooks at a side of the members.

FRED G. CLINE.