Jan. 13, 1931. E. LEIPERT 1,789,106

LIFTING JACK

Filed July 10, 1928

Fig. 1.

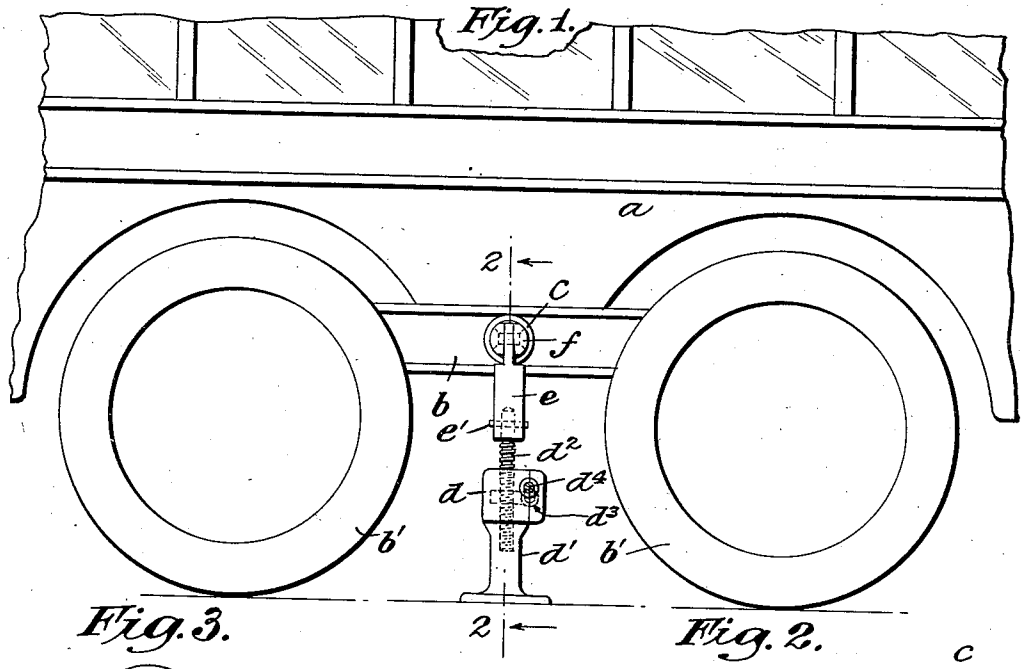


Fig. 3.

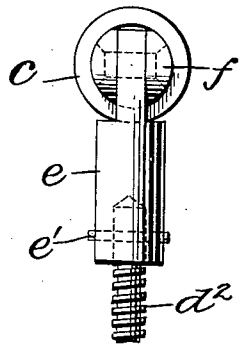


Fig. 2.

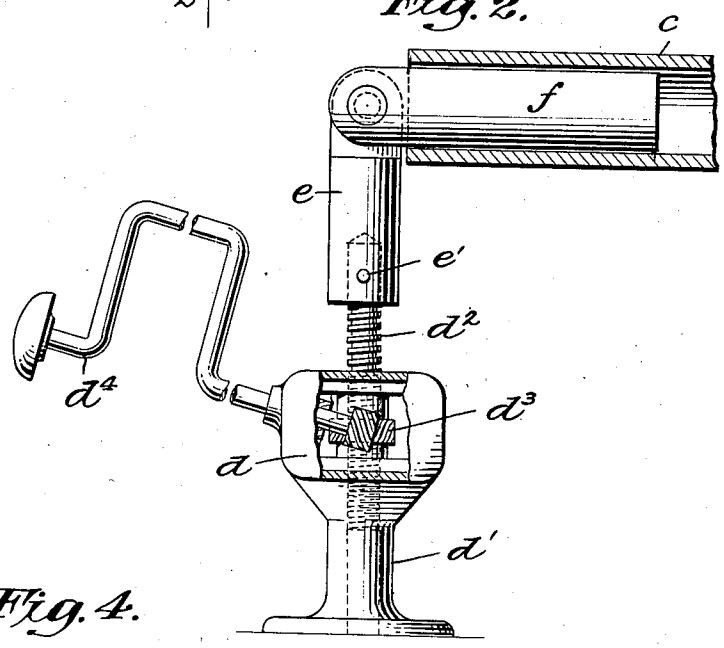
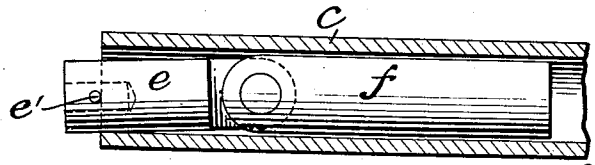


Fig. 4.



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UNITED STATES PATENT OFFICE

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LIFTING JACK

Application filed July 10, 1928. Serial No. 291,554.

The present invention relates to lifting jacks and has to do particularly with jacks designed for lifting the wheels of a vehicle having four wheels mounted together as a driving unit.

It frequently becomes desirable to lift both wheels at either side of the vehicle and the jack constructed in accordance with this invention provides this function.

In addition to the provision of a jack which will enable both wheels at either side of a driving truck to be lifted simultaneously, an object of the invention is to provide a mechanism which can be carried by the truck, thus reducing the possibility of loosening portions therof and at the same time facilitating the positioning of the jack.

Further objects will appear as the description proceeds and reference will now be had to the accompanying drawings, wherein:

Figure 1 is a view in side elevation, partly in section, showing the rear truck of a vehicle with the lifting jack applied.

Figure 2 is a view, in section, taken on line 2—2 of Figure 1, and looking in the direction of the arrows.

Figure 3 is a detailed view showing an attachment for adapting a lifting jack to lift the side wheels of a four wheel truck.

Figure 4 is a view, in section, showing the manner in which the attachment shown in Figure 3 is carried by the truck.

Referring to the above drawings, *a* designates a vehicle body provided with a truck frame *b* having wheels *b'* at either side thereof. The truck is pivotally mounted upon a tube *c* which is mounted transversely upon the body *a*.

A suitable lifting jack *d* includes a standard *d'* and a vertically mounted and threaded lifting bar d^2. Gearing d^3 causes rotation of the handle d^4 to be transmitted to the lifting bar d^2 and the latter may thus be moved up or down within the standard *d'*. An extension is provided for engaging the tube and comprises pivoted rods *e* and *f* pinned to the lifting bar d^2 at *e'*. The member *f* is received within the tube *c* as clearly shown in Figure 2 and when the pin *e'* is removed, both pivoted members *e* and *f* may be slid into the tube and carried there until it becomes desirable to use the jack.

It will be seen that the above construction enables both side wheels to be lifted simultaneously and, although the invention has been described with particular reference to the specific construction shown in the drawings, it is not to be limited save as defined in the appended claims.

I claim as my invention:

1. The combination with a tube permanently mounted transversely of a vehicle frame, of a lifting jack comprising a pedestal and a lifting member carried therewith, and a rod slidably received within said tube, said rod being attached to said lifting member.

2. The combination with a tube permanently mounted tranversely of a vehicle frame, of a lifting jack comprising a pedestal and a lifting member carried therewith, and a rod adapted to fit within said tube, said rod being detachably connected to said lifting member and slidable within the tube.

3. The combination with a tube permanently mounted transversely of a vehicle frame, of a lifting jack comprising a pedestal and a lifting member carried therewith, a rod adapted to fit within said tube, a second rod also adapted to fit within the tube, means to pivot the first rod to the second rod, and means to detachably connect the second rod to the lifting member, whereby the rods may reside in the tube upon removal of the jack.

This specification signed this 26th day of June A. D. 1928.

EDWARD LEIPERT.