No. 850,830. PATENTED APR. 16, 1907.

A. GORDON.

VEHICLE JACK.

APPLICATION FILED MAY 9, 1906.

Fig. 1

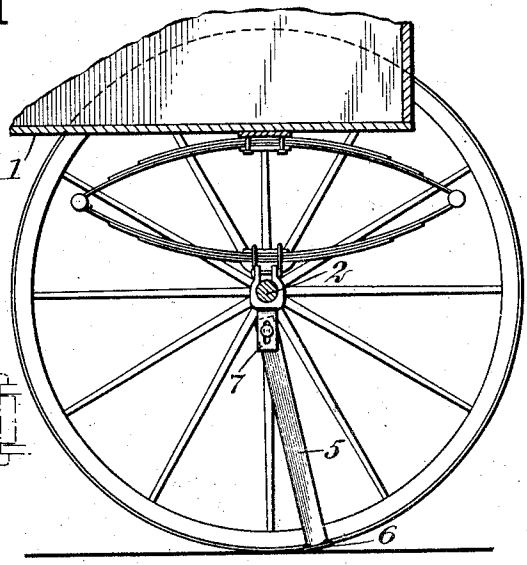


Fig. 3

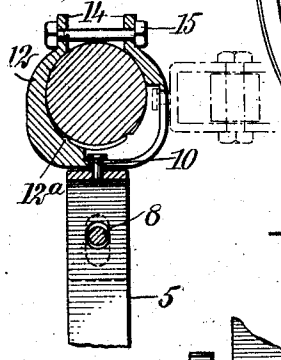


Fig. 4

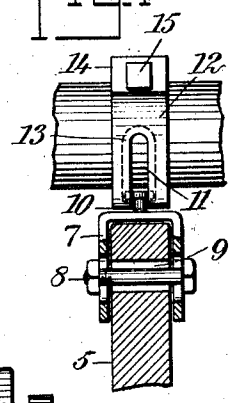


Fig. 2

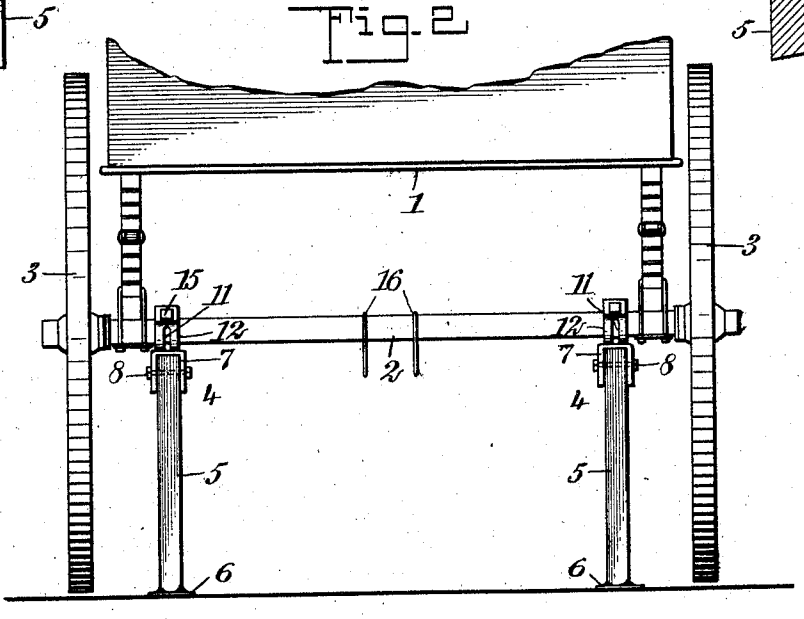
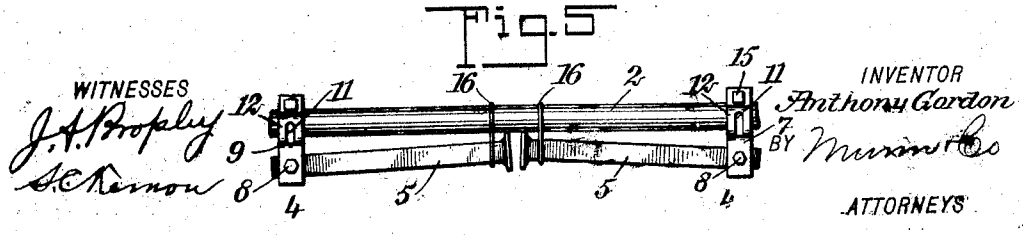


Fig. 5



WITNESSES

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VEHICLE-JACK.

No. 850,830. Specification of Letters Patent. Patented April 16, 1907.

Application filed May 9, 1906. Serial No. 315,905.

To all whom it may concern:

Be it known that I, ANTHONY GORDON, a subject of the King of Great Britain, and a resident of Sourisford, in the Province of Manitoba and Dominion of Canada, have invented a new and Improved Vehicle-Jack, of which the following is a full, clear, and exact description.

This invention is an improvement in jacks, more especially related to vehicle-jacks, which are to be fastened to and form a permanent attachment for the vehicle.

It has, among other objects, to provide a jack of this character which can be easily brought into operative position and carried to inoperative position with little work required on the part of the operator.

Another object is to provide a jacking means which will operate automatically on pushing or pulling the vehicle on its wheels, acting to elevate the wheels above the ground.

The above objects are accomplished by my invention, one embodiment of which is hereinafter disclosed.

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 figures.

Figure 1 is a sectional side elevation of a vehicle with my improved jack attached and in operative position ready to raise the vehicle-wheel. Fig. 2 is an end elevation of Fig. 1 with the wheels raised. Fig. 3 is a sectional view through the vehicle-axle and jack-attaching means, showing the leg of the jack as broken away in full lines in its operative position and in dotted lines in its inoperative position. Fig. 4 is a side elevation of Fig. 3 with the jack-leg in section, and Fig. 5 is a side elevation of the axle with the jack-legs suspended thereto and in inoperative position.

The numeral 1 indicates one end of a wagon-bed or a vehicle supported by springs on an axle 2, mounted on wheels 3 3, this part of the structure being shown for the purpose of illustrating the application and operation of my invention.

The jacks 4 4 are of the same construction, and therefore a description of one will suffice for the other.

5 indicates the leg of the jack, having an enlarged foot 6 at the base end and pivoted in an inverted-U-shaped bracket 7 at its opposite end by means of a bolt 8 passing through both sides of the bracket and a slot 9 in the leg. The upper face of the bracket carries rigidly secured thereto a pin 10, having an enlarged head entering a slot 11 in a split ring or collar 12 and received in an undercut portion 13, surrounding the slot, as shown in dotted lines in Fig. 4. The split ring 12 forms a clamping means and is provided with upwardly-bent lugs 14, through which a bolt 15 extends for drawing the ends of the ring together when fixed in place. The opening in the split ring for receiving the axle has extending across it at suitable points biting-teeth 12^a for engaging the axle when the bolt 15 is tightened, thereby preventing any relative rotation of these parts. The bottom of the ring or collar is flattened in order that the bracket 7 may have a firm seating when the leg 5 is brought into supporting position.

In carrying out my invention I have found it desirable to secure two rings or collars of the above description to each axle and at substantially equal distances from the vehicle-wheels, as shown in Fig. 2. It is, however, apparent that one jack only could be used with advantage by attaching it at the axle center.

The legs of the jack when not in use are swung on their pivot-bolts to take the position shown in Fig. 5 and are fastened to the axle by means of hooks or loops 16 passing over the axle and embracing the legs near their feet. The feet serve the double function of providing a firm bearing for the jack-legs and preventing the hooks 16 from becoming detached. The hooks are also prevented from sliding in the opposite direction by the inclination of the legs when suspended from the axle, as shown in Fig. 5.

In the operation of the jack the hooks 16 are detached from the legs 5, and the legs and their attached brackets 7 are turned at an angle of ninety degrees, which brings the pivot-bolts 8 parallel to the axle. The legs are then in the position shown in Fig. 1. By now rolling the vehicle backward the legs will assume a vertical position and raise the wheels from the ground. The top faces of the brackets will seat on the flattened portions of the collars or rings, and the slots 9 will permit the ends of the legs to firmly seat on the under face of the brackets, and thereby avoid throwing any weight on the pivot-bolts 8. When the purpose for which the vehicle is jacked up is accomplished, the ve-

hicle is pulled forward, again bringing the legs to the position shown in Fig. 1, which are then turned to bring the pivot-bolts 8 at right angles to the axle in order that they may be secured in inoperative position.

It is evident that various changes in the minor proportions and details of construction may be made without departing from the principles of my invention or sacrificing any of the advantages thereof, and I desire it to be understood that I claim such modifications as fall within the scope of the invention as claimed.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. In a vehicle-jack, a split ring, an axle-receiving aperture in the split ring, a tooth in the aperture, a bolt for securing the ends of the split ring together, an undercut slot in one side of the split ring, a U-shaped bracket having a headed pin for engaging the slot, a leg pivoted to the bracket having an enlarged foot, and means for attaching the leg to an axle.

2. In a vehicle-jack, means adapted to be secured to a vehicle, and a leg rotatably and pivotally carried by said means for the purpose specified.

3. In a vehicle-jack, means having a flat bottom face, adapted to be secured to an axle, and a slotted leg rotatably and pivotally carried by said means for the purpose specified.

4. In a vehicle-jack, means adapted to be secured to an axle, a leg rotatably and pivotally carried by said means, and means for attaching the leg to the axle at its free end.

5. In a vehicle-jack, split rings, means for securing the split rings at opposite ends of an axle, and a leg rotatably and pivotally carried by each ring for the purpose specified.

6. In a vehicle-jack, clamping means adapted to embrace an axle near each end, a leg rotatably and pivotally carried by each clamping means, and means for attaching the free end of each leg to the axle.

7. In a vehicle-jack, split ring, means for securing the split ring near each end of an axle, said split ring having undercut slots and flat seating-faces, headed pins engaging the slots, U-shaped brackets connected by the pins adapted to be seated on said flat faces, slotted legs pivoted in the brackets, enlarged feet at the ends of said legs, and means for detachably supporting the legs near the feet upon the axle.

8. In a vehicle-jack, clamping means adapted to embrace an axle near each end, brackets having pins for rotatably engaging the clamping means, legs pivoted in the brackets, and means for holding the legs folded on an axle.

9. In a vehicle-jack, clamping means adapted to embrace an axle near each end, brackets having pins for rotatably engaging the clamping means, legs pivoted in the brackets, said legs having enlarged feet and hooks for detachably supporting the legs on the axle near the feet.

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

ANTHONY GORDON.

Witnesses:
JOSEPH YAIR,
C. F. CAMPBELL.