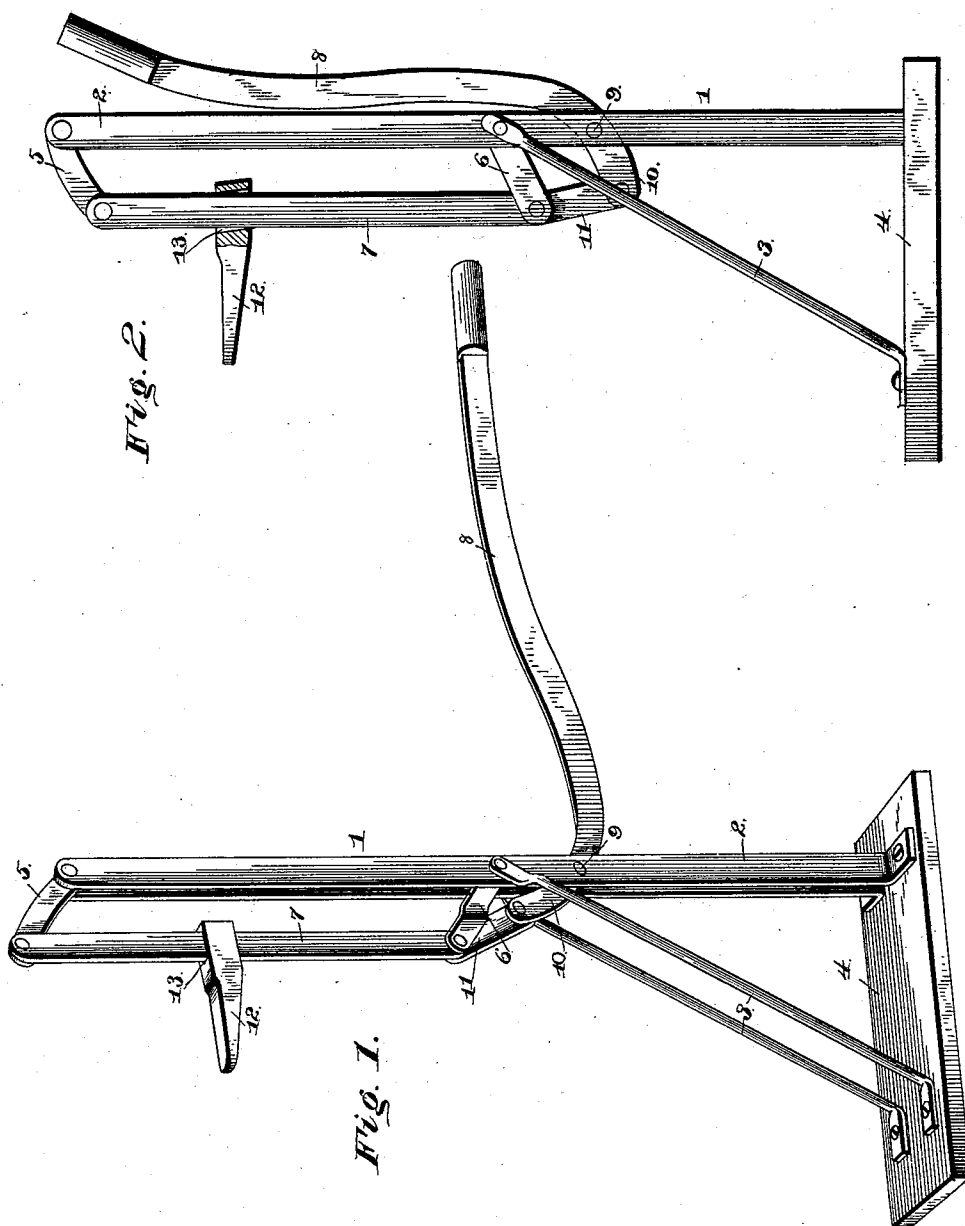


(No Model.)

J. H. CORY.
LIFTING JACK.

No. 469,832.

Patented Mar. 1, 1892.



Witnesses

Chas. A. Ford
H. M. Riley

Inventor

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By *h. s.* Attorneys,

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UNITED STATES PATENT OFFICE.

JOHN H. CORY, OF ALLEN, MICHIGAN, ASSIGNOR OF ONE-HALF TO ELIHU D. CORY, OF SAME PLACE.

LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 469,832, dated March 1, 1892.

Application filed January 22, 1892. Serial No. 418,909. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. CORY, a citizen of the United States, residing at Allen, in the county of Hillsdale and State of Michigan, have invented a new and useful Lifting-Jack, of which the following is a specification.

The invention relates to improvements in lifting-jacks.

The object of the present invention is to simplify and improve the construction of lifting-jacks and to provide one which may be readily adjusted to suit different vehicles, and to enable the same to be readily held in elevated position without the employment of the usual catches and pawls employed for holding the lifting-bar in its adjustment.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a lifting-jack constructed in accordance with this invention. Fig. 2 is a side elevation, partly in section.

Like numerals of reference indicate corresponding parts in both figures.

1 designates a standard composed of parallel bars 2 and supported by inclined braces 3 and secured to the outer faces of the bars and having their lower ends secured to a base 4, to which are also secured the lower ends of the bars 2 of the standard. Connected with the standard by link-bars 5 and 6 is a lifting-bar 7, which is held in an elevated position to raise the wheel of a vehicle in the usual manner by a lever 8, which is fulcrumed at 9 between the bars 2 of the standard, and which has its inner end 10 curved and connected by a link 11 with the lower end of the lifting-bar by the same pivot which connects the link-

bar 6 with the lifting-bar. When the lever 8 is lowered to approximately a horizontal position, as illustrated in Fig. 1 of the accompanying drawings, the curved end of the lever is brought in adjacent to the standard and forms with the link 11 a straight brace for supporting the lifting-bar in an elevated position. It will thus be seen that the lifting-bar is held elevated to support an axle of a vehicle without the employment of the usual pawl and ratchet or equivalents. The axle to be raised is supported on an adjustable rest 12, which is provided at its inner end with an opening 13 to receive the lifting-bar on which the adjustable rest is arranged. The weight of an axle or vehicle causes the rest to bind against the lifting-bar sufficiently to prevent the rest slipping downward.

When the device is not in use, the lever is thrown upward against the standard, as illustrated in Fig. 2 of the accompanying drawings, to form a compact device, so that the same may be readily shipped or stored without the necessity of removing the parts.

What I claim is—

In a lifting-jack, the combination of a standard, a lifting-bar, link-bars pivotally connected to the lifting-bar and the standard, a lever arranged beneath the lifting-bar and fulcrumed on the standard and having its inner end curved, and a link connecting the inner end of the lever with the lifting-bar, whereby the latter is held elevated when the lever is lowered, substantially as described.

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

JOHN H. CORY.

Witnesses:

WM. N. BENGE,

F. A. ROETHLISBERGER.