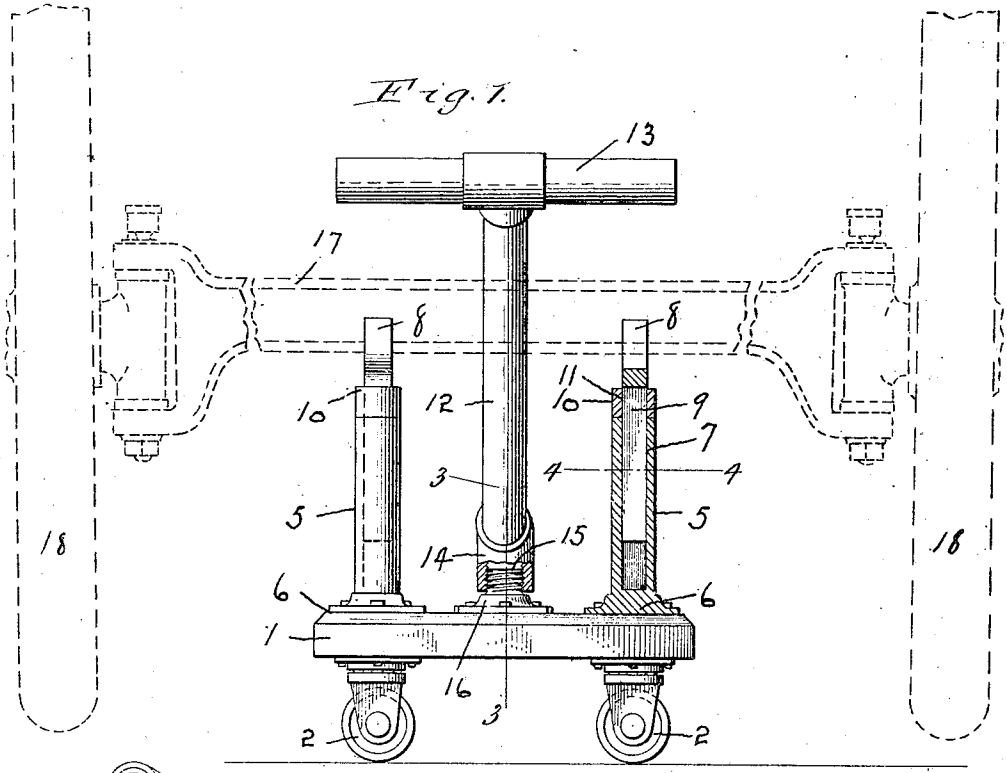
H. M. SCHRANKEL.

MOVABLE VEHICLE JACK.

APPLICATION FILED MAY 8, 1917.

1,262,853. **Patented Apr. 16, 1918.**

Fig. 1.



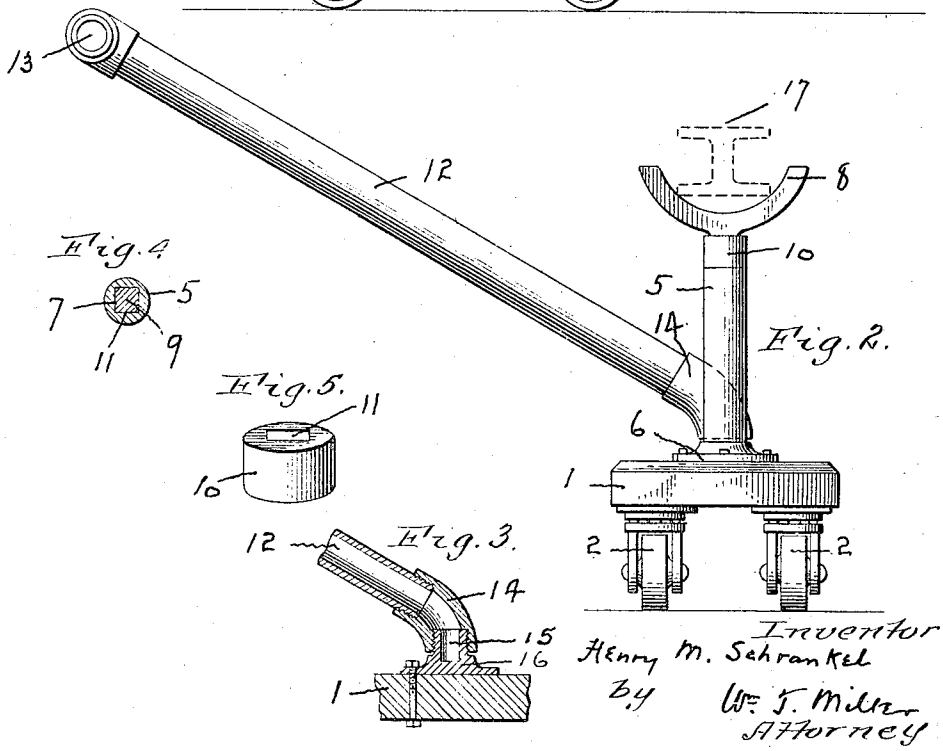


Fig. 2.

Fig. 4.

Fig. 5.

Fig. 3.

Inventor
Henry M. Schrankel
By
Wm. F. Miller
Attorney

UNITED STATES PATENT OFFICE.

HENRY M. SCHRANKEL, OF BUFFALO, NEW YORK.

MOVABLE VEHICLE-JACK.

1,262,853. Specification of Letters Patent. Patented Apr. 16, 1918.

Application filed May 8, 1917. Serial No. 167,165.

To all whom it may concern:

Be it known that I, HENRY M. SCHRANKEL, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented a new and useful Movable Vehicle-Jack, of which the following is a specification.

The main object of my invention is to provide a movable jack, which will combine simplicity of construction, durability and quick and easy action, to adapt it for rapid use in turning or shifting vehicles in garages, show-rooms or other places where vehicles or cars are housed.

To that end my invention consists broadly of a base or platform mounted on swiveled casters, posts rigidly mounted on opposite ends of such base or platform, means at the upper ends of the rigid posts for engaging and sustaining the axle of the vehicle and a lever-arm mounted on the base or platform midway of the rigid posts.

My invention further consists of certain details of construction all of which will be fully hereinafter described and pointed out in the claims.

Referring to the drawings:

Figure 1 is a front elevation, partly in section, of my improved movable jack.

Fig. 2 is a side elevation of the same.

Fig. 3 is a vertical section taken in the line 3—3 of Fig. 1.

Fig. 4 is a horizontal section taken in the line of 4—4 of Fig. 1.

Fig. 5 is a perspective view of one of the washers employed in adjusting the height of the rigid posts.

Referring to the drawings:

1 is the base or platform mounted upon the casters, preferably four in number. These casters are swiveled to the underside of the base 1, and are free to swing in any direction as the base is moved in operation.

5—5 are vertical posts with integral flaring bases 6—6 rigidly secured to the upper side of the base 1, and at opposite ends thereof. These posts 5—5 are provided with rectangular sockets 7—7 which extend to the flaring bases 6—6, supporting devices consisting of the upper curved or semi-circular members 8—8, and the rectangular shanks 9—9 are adapted for removable engagement with the rectangular sockets 7—7 of the vertical posts 5—5. To meet the requirements for varying heights of the vehicle axle I have provided the washers 10—10 with central rectangular passages 11—11 adapted for loose register with the rectangular shanks 9—9 of the supporting devices.

12 is a lever-arm provided at its upper end with the cross handle 13. Its lower end is screw-threaded for engagement with the upper end of the curved connection 14, the lower end of which is in screw-threaded engagement with the vertical shank 15 of the base-plate 16, rigidly secured to the base 1, midway of the vertical posts 5—5. This arrangement permits the swinging of the lever-arm 12, horizontally from side to side, as desired, but no movement, in a vertical direction, of the lever-arm 12, upon its support 16, is possible.

In operation, the lever-arm 12 is swung upwardly, which tips the base 1 and its supporting devices 8—8 to enable these supporting devices to be placed in holding engagement with the vehicle axle 17 (shown in dotted lines in Figs. 1 and 2). A downward movement of the lever handle will suffice to elevate the axle and with it the attached wheels to the desired height, the washers 10—10 being employed to meet the requirements for varying heights of the vehicle axle. With the employment of two of my improved jacks, one at the front axle and the other at the rear axle, I am enabled to turn or shift the raised vehicle in any manner desired. One jack only is employed where repairs to a wheel are made or a new tire installed.

The lever-arm is preferably mounted to swing horizontally, so that it can be shifted to either side, to facilitate the moving of one end of the vehicle in either direction in changing its position upon the floor of a garage. The same results could, however, be accomplished with an entirely rigid lever-arm.

The advantages of my improved jack can be summed up in a few words.

The operative parts are reduced to a minimum to save cost of construction. They are rigidly and compactly assembled and they require no adjustment, save the placing in position of the washers (or their removal) to meet requirements for varying heights of the vehicle axle.

Claims—

1. A movable vehicle jack consisting of a base or platform mounted on swiveled casters, posts rigidly mounted on opposite ends of such base or platform, removable and ad-

justable means at the upper ends of the rigid posts for engaging and sustaining the axle of a vehicle and a lever-arm mounted on the base or platform, midway of the posts.

2. A movable vehicle jack consisting of a base or platform mounted on swiveled casters, posts rigidly mounted on opposite ends of such base or platform, removable means at the upper ends of the rigid posts for engaging and sustaining the axle of a vehicle and a horizontally swinging lever-arm mounted on the base or platform, midway of the rigid posts.

3. A movable vehicle jack consisting of a base or platform mounted on swiveled casters, posts rigidly mounted on opposite ends of such base or platform, removable and adjustable means at the upper ends of the rigid posts for engaging and sustaining the axle of a vehicle and a horizontally swinging lever-arm mounted on the base or platform, midway of the rigid posts.

Signed at Buffalo, in the county of Erie and State of New York, in the presence of two subscribing witnesses, this 16th day of April, 1917.

HENRY M. SCHRANKEL.

Witnesses:

SAMUEL RAUTENBERG,

FRED M. HANDWERK.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."