J. A. HAMELBACK.

AUTOMOBILE RAISING TRUCK.

APPLICATION FILED MAR. 20, 1917.

1,276,210.

Patented Aug. 20, 1918.

2 SHEETS—SHEET 1.

Fig. 1.

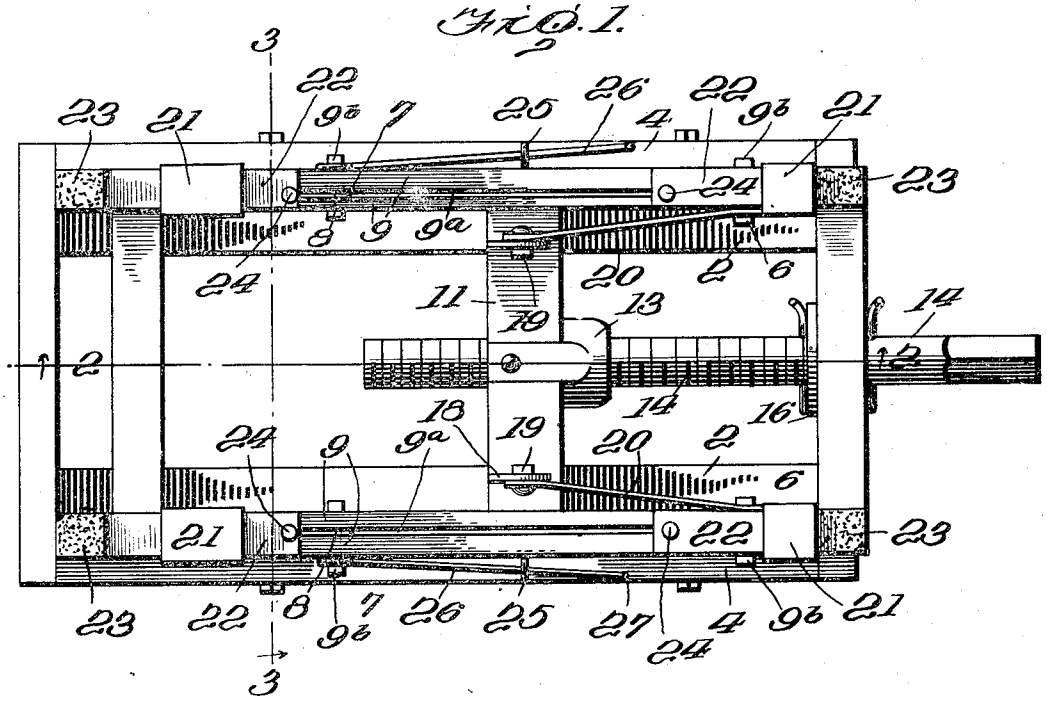
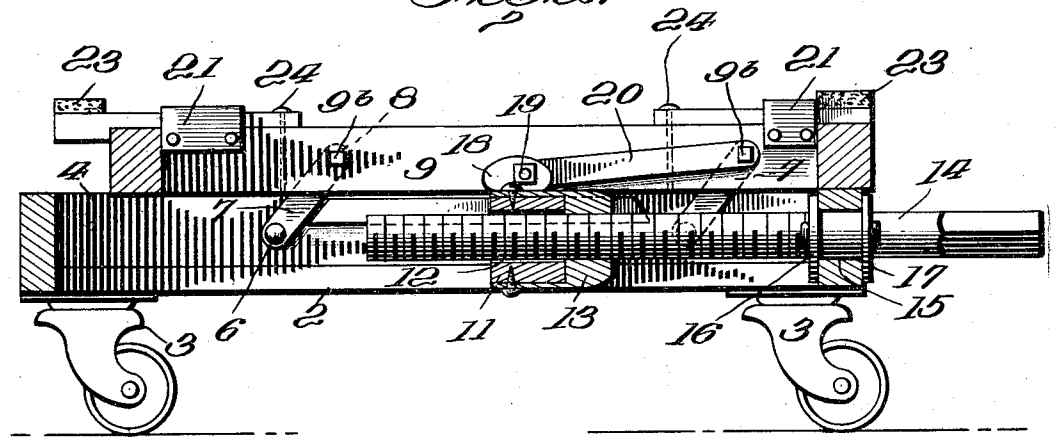


Fig. 2.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

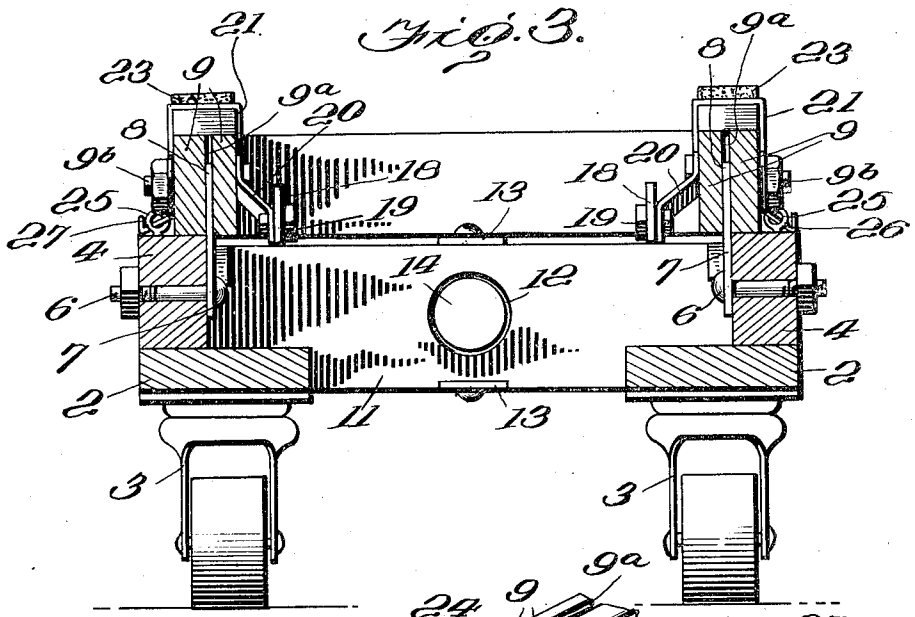


Fig. 4.

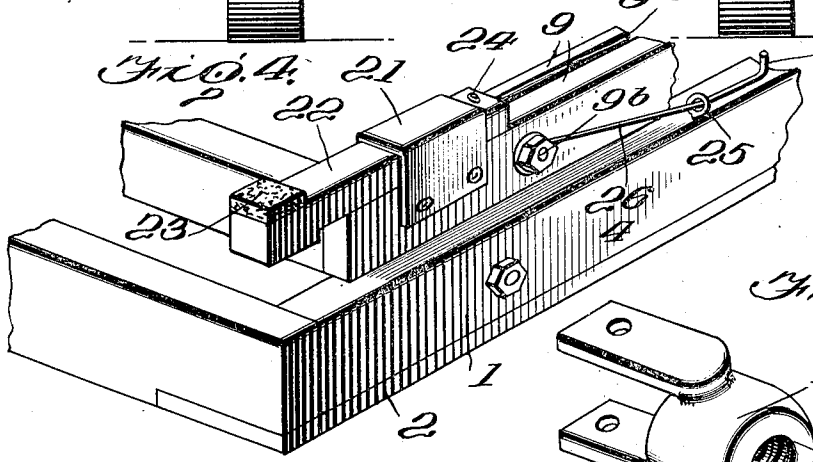


Fig. 6.

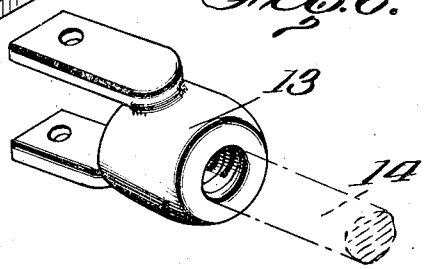
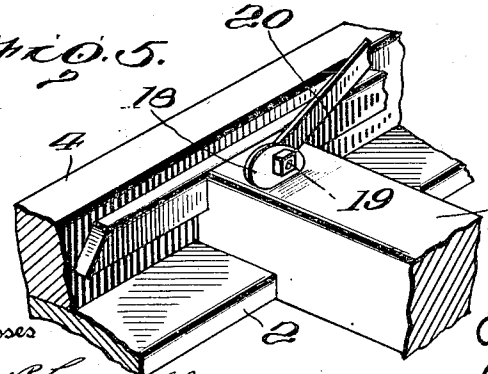


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

JACOB A. HAMELBACK, OF NEWARK, OHIO.

AUTOMOBILE-RAISING TRUCK.

1,276,210. Specification of Letters Patent. Patented Aug. 20, 1918.

Application filed March 20, 1917. Serial No. 156,114.

To all whom it may concern:

Be it known that I, JACOB A. HAMELBACK, a citizen of the United States, residing at Newark, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Automobile-Raising Trucks, of which the following is a specification.

My invention relates to an improvement in automobile trucks, and appertains more particularly to a mechanism for garage use, whereby the vehicle may be swung about the garage floor into any desired location.

The object of the invention is to provide an improved structure, which is actuated by a screw, which operates in a plane parallel with the horizontal, whereby greater pressure is exerted, and the number of parts may be reduced. The invention relates to that class of automobile-raising trucks which have two frames substantially parallel with each other, connected by single throw levers or links.

In the accompanying drawings:—

Figure 1 is a top plan view of the truck;

Fig. 2 is a vertical cross-section taken on the line 2—2 of Fig. 1;

Fig. 3 is a cross-section taken on the line 3—3 of Fig. 1; and

Figs. 4, 5 and 6 are details of construction.

The body 1 is provided with two substantially parallel bottom strips 2, 2, which carry the casters 3, 3, of any approved form at their extremities. To the parallel side strips 4, 4, are pivoted at 6, 6, the links 7 which are pivoted at 8, 8, to the side-bars 9, 9, of the frame 10. The side-bars 9 have a slot 9^a cut longitudinally through their length, in which slots the links 7 extend and are pivoted to bolts 9^b extending therethrough.

Slidably mounted upon the bars 2, 2, is a cross-head 11, 11, having an opening 12 therethrough, and being surrounded by an internally screw-threaded yoke 13, through which and the opening 12 passes the actuating screw 14. The screw 14 passes through the opening 15 in the frame 1, and is provided with suitable restraining devices 16 and 17 to prevent the longitudinal movement of the screw with respect to the frame 1.

The cross-head 11 is provided with the upstanding lugs 18, 18, to which are pivoted at 19, 19, the connecting rods 20, 20. The rods 20, 20, are pivoted to the inner extensions of the front pair of bolts 9^b, 9^b. At each end of the side-bars 9, 9, is a guide 21 embracing them on two sides, and adapted to slidably receive an extension 22. The extensions 22 are provided with suitable weight-receiving cushions 23, upon which the automobile or other device to be raised is received. The inner ends of the extensions 22 are provided with a downwardly-depending bolt 24, which extends into the slot 9^a, and is adapted to be braced therein by engagement with the bottom surface of the bars 9, 9.

Suitable means are provided for preventing movement of the upper frame greater than just beyond dead center, which preferably consists in a staple or similar stationary lug 25 on the bottom frame 1. The staple 25 is adapted to slidably receive a bent restraining device 26, one end of which is fastened to the upper frame, and the other end forming a stop 27.

The operation of the device is very simple, and is as follows:—The truck is swung under the automobile or other vehicle to be moved. The extensions 22, 22, are moved to their proper places respectively under the axles of the vehicle. The crank or other actuating means for the screw 14 is manipulated, and the rotation of the screw will force the cross-head 11 and all that it carries longitudinally of the frame 1. This longitudinal movement results in a forcible pull upon the connecting rods 20, which causes the upper frame to rise up on the links 7. When the maximum height is reached, restraining device 26 prevents turning the screw 14 so far as to turn links 7 in a complete semi-circle.

It is obvious that many changes might be made in my construction without departing from the spirit of my invention; hence I do not wish to be limited to the precise construction set forth, but:—

I claim:

1. In an automobile raising truck, the combination with a frame, of a secondary frame connected thereto, a cross-head slidably mounted on one of said frames and having an orifice, a yoke connected to said cross-head, a screw engaging said yoke and passing through said orifice, said screw mounted

in one of the frames, and adapted to turn therein, and means connecting the cross-head to the other of said frames.

2. In an automobile raising truck, the combination with a frame, of links pivotally connected thereto, a secondary frame having slotted bars, said links extending into said slots, means passing through the slotted bars and links, for pivoting said links to the bars, means for moving said secondary frame with respect to the first, and extensions slidably mounted upon said secondary frame and having fastening-means extending through said slots.

In testimony whereof I affix my signature.

JACOB A. HAMELBACK.