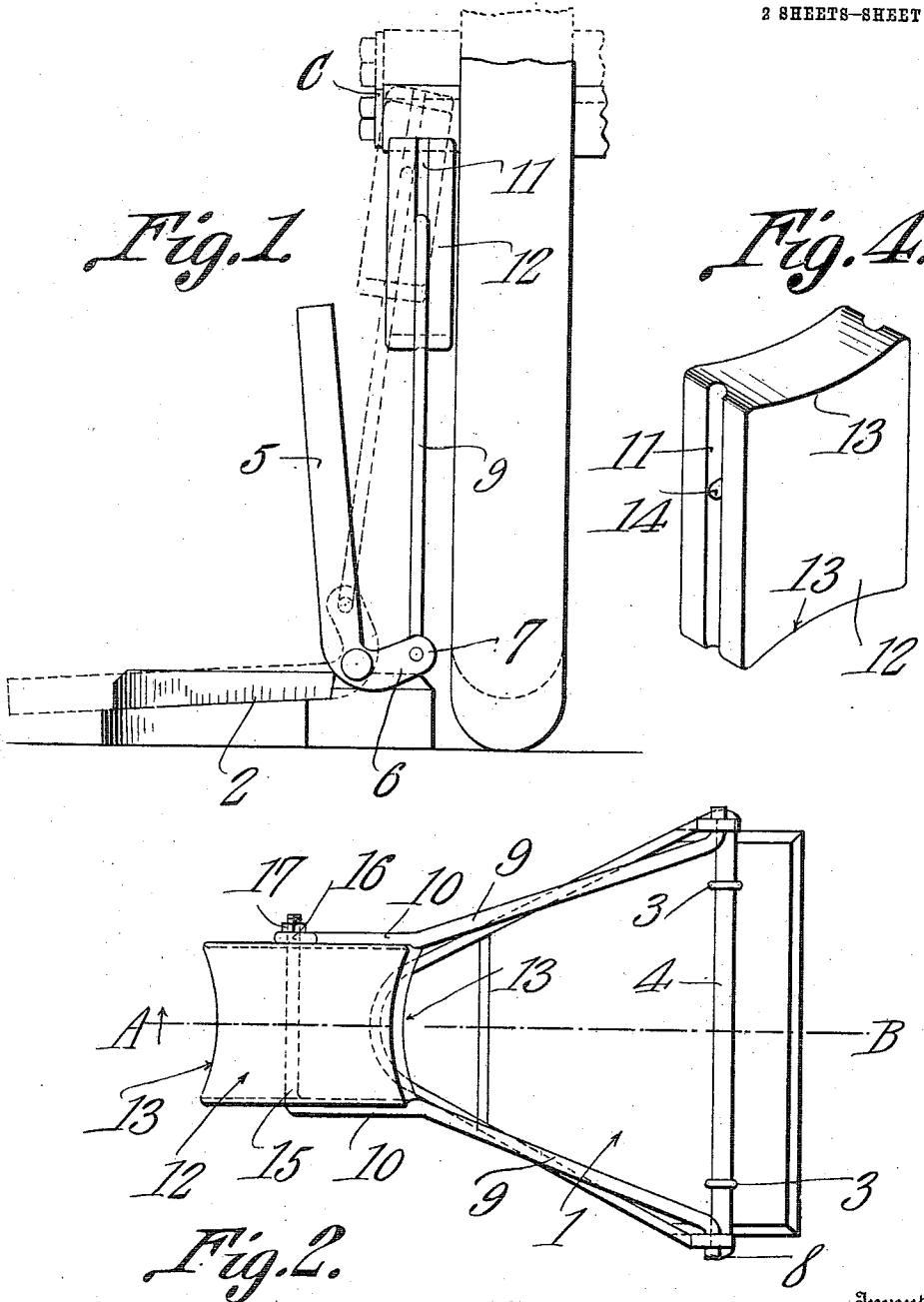


W. F. SCHREIBER.
 AUTOMOBILE JACK.
 APPLICATION FILED MAR. 4, 1910.

985,292.

Patented Feb. 28, 1911.
 2 SHEETS—SHEET 1.



Witnesses

Robert F. Lawson

William F. Schreiber Inventor

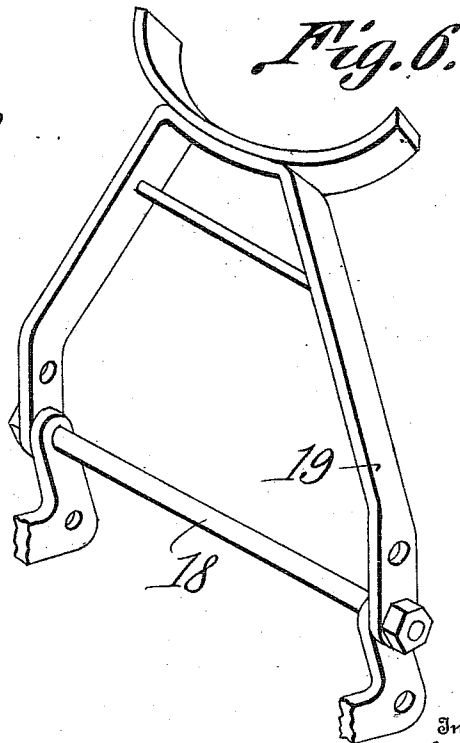
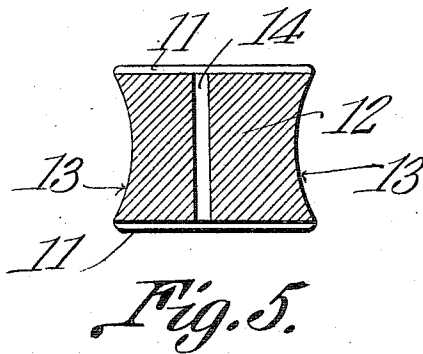
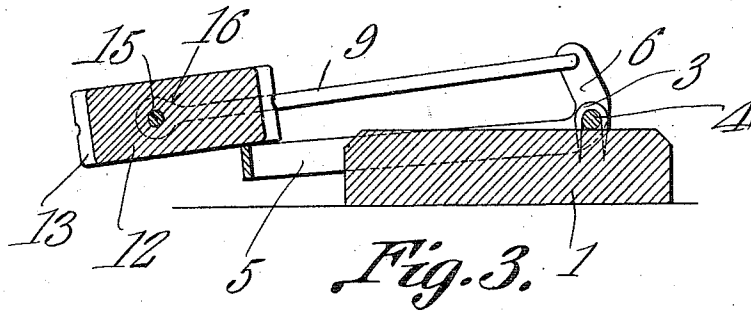
CA Snowles Attorney

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Witnesses
E. H. [Signature]
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UNITED STATES PATENT OFFICE.

WILLIAM F. SCHREIBER, OF CEDAR RAPIDS, IOWA.

AUTOMOBILE-JACK.

985,292.

Specification of Letters Patent.

Patented Feb. 28, 1911.

Application filed March 4, 1910. Serial No. 547,265.

To all whom it may concern:

Be it known that I, WILLIAM F. SCHREIBER, a citizen of the United States, residing at Cedar Rapids, in the county of Linn and State of Iowa, have invented a new and useful Automobile-Jack, of which the following is a specification.

This invention relates to jacks especially designed for use in connection with automobiles.

It is a well known fact that when automobiles are used for display purposes within salesrooms, the tires thereof often become injured because of the constant unshifting weight to which they are subjected and because of the further fact that they become flattened because of deflation.

One of the objects of the present invention is to provide a jack particularly designed for supporting an automobile out of contact with the surface upon which it is mounted, the jack being of a simple and compact construction and easy to operate.

A further object is to provide a device of this character which can be readily adjusted for use in connection with wheels of different diameters.

With these and other objects in view the invention consists of certain novel details of construction and combinations of parts hereinafter more fully described and pointed out in the claims.

In the accompanying drawings the preferred forms of the invention have been shown.

In said drawings:—Figure 1 is a side elevation of a jack constructed in accordance with the present invention, the position of said jack immediately prior to the elevation of the wheel being indicated by full lines and the relative positions of the parts, when the wheel is elevated, being indicated by dotted lines. Fig. 2 is a plan view of the jack showing the parts in their normal positions. Fig. 3 is a section on line A—B Fig. 2. Fig. 4 is a detail view of the hub engaging block of the jack. Fig. 5 is a transverse section through the block. Fig. 6 is a perspective view of a portion of a modified form of jack.

Referring to the figures by characters of reference 1 designates the base of the jack, the sides thereof preferably converging toward one end and each of said sides being provided with a longitudinally extending

shoulder 2 inclined downwardly toward the small end of the base.

Eyes 3 or the like are arranged upon the base and a rod 4 extends through them and projects into opposed portions of a bail 5 constituting the actuating lever of the jack. Each end of the bail has an arm 6 extending therefrom and the said bail, when in its lowermost position, is designed to rest upon the shoulders 2 and thus support the arms 6 in inclined positions as shown by dotted lines in Fig. 1.

The arms 6 are formed with apertures 7 each of which is designed to receive a trunion 8 extending laterally from the lower end of a frame member 9. These frame members converge upwardly and merge into parallel extensions 10 designed to rest within grooves 11 formed longitudinally within the sides of a hub engaging block 12. The ends of this block are preferably concaved as shown at 13 and extending through the block from one groove 11 to the opposed groove, is an opening 14. This opening is located nearer one end of the block than the other and is adapted to receive an arm 15 extending at right angles from the extension 10 of one of the frame members 9. The free end of the arm 15 is adapted to project into an eye 16 formed at the free end of the extension 10 of the other frame member 9 and this end of the arm is preferably screw threaded and adapted to be engaged by a nut 17. When this nut is tightened on the arm 15 it serves to draw the two extensions 10 tightly into the grooves 11 and thus hold the block 12 securely fixed relative to the frame members 9.

In using the jack the broad end of the base 1 is placed close to the lower portion of the wheel and the bail 5 and frame members 9 are swung upwardly so as to thus lower the arms 6 and bring the block 12 under and close to the hub of the wheel. This hub has been indicated at C in Fig. 1. The bail 5 is then swung down onto the shoulders 2 and this causes the arm 6 to swing upwardly and outwardly and the block 12 is therefore pressed upwardly against the hub and will lift the wheel off of the floor. The frame members 9 will swing laterally at their lower ends and it will be apparent therefore that the jack will lock itself so as to prevent the wheel from returning to its lower position as long as the bail 5 rests on

the shoulders 2. Obviously by using one of these jacks in connection with each wheel of the automobile, the entire machine can be held off of the floor or ground.

5 As heretofore pointed out the arm 15 extends through the block 12 at a point nearer one end than the other of said block. It will be apparent therefore that with one end of the block uppermost the jack will be adapted for use in connection with a wheel 10 of one diameter, while, by loosening the arm 15 and reversing the block and then tightening the arm, the jack can be used with a wheel of another diameter.

15 Instead of utilizing a reversible block such as shown in Figs. 1 to 5 inclusive, the arms 6 can be arranged to receive a rod 18 on the ends of which are mounted the ends of a frame 19 carrying a yoke 20 adapted to en- 20 gage the wheel hub. The said frame may be provided with one or more openings in each end thereof and the rod can be extended through any of these openings so as to adapt the jack for use in connection with wheels 25 of different diameters.

It will be seen that a jack such as has been described is very simple in construction, durable and inexpensive and can be readily actuated. By reason of the peculiar 30 arrangement of the parts the automobile or other vehicle supported thereby is prevented from shifting laterally, inasmuch as the frame members 9 which are inclined upwardly toward the wheels supported thereby, serve to prevent lateral movement. Im- 35 portance is also attached to the fact that the jack is very light and can therefore be easily carried and placed in position.

Various changes can of course be made in 40 the construction and arrangement of the parts without departing from the spirit or sacrificing any of the advantages of the invention as defined in the appended claims.

What is claimed is:—

45 1. A jack including a base having inclined side shoulders, a bail like elevating device

fulcrumed on the base and normally embracing said base and bearing on the shoulders, arms upstanding from said device, and a wheel engaging element adjustably connected to the arms. 50

2. A jack including a base, an elevating element thereon, frame members extending from and adapted to be shifted by said element, and a wheel engaging device mounted 55 between said members, said device being reversible to vary the distance between its upper end and the base.

3. A jack including an elevating lever, opposed frame members pivotally connected 60 thereto, an arm upon one of the members and detachably engaging the opposed member, a reversible wheel engaging block mounted off center upon the arm, said block having opposed grooves for the reception of the 65 frame members, and means engaging the arm and one of the frame members for binding said members within the grooves to hold the block against movement relative thereto.

4. A jack including a base having inclined 70 side shoulders, a bail-like elevating device fulcrumed on the base and normally embracing said base and bearing on the shoulders, upwardly converging frame members pivotally connected to the elevating device, and 75 a wheel engaging element carried by said members.

5. A jack including converging frame members, a reversible wheel engaging block interposed between the members and having 80 grooves for the reception of said members, means for securing the members within the grooves, a base, and means upon the base for elevating the frame members.

In testimony that I claim the foregoing as 85 my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM F. SCHREIBER.

Witnesses:

P. W. TOURTELLOT,
F. M. WOOD.