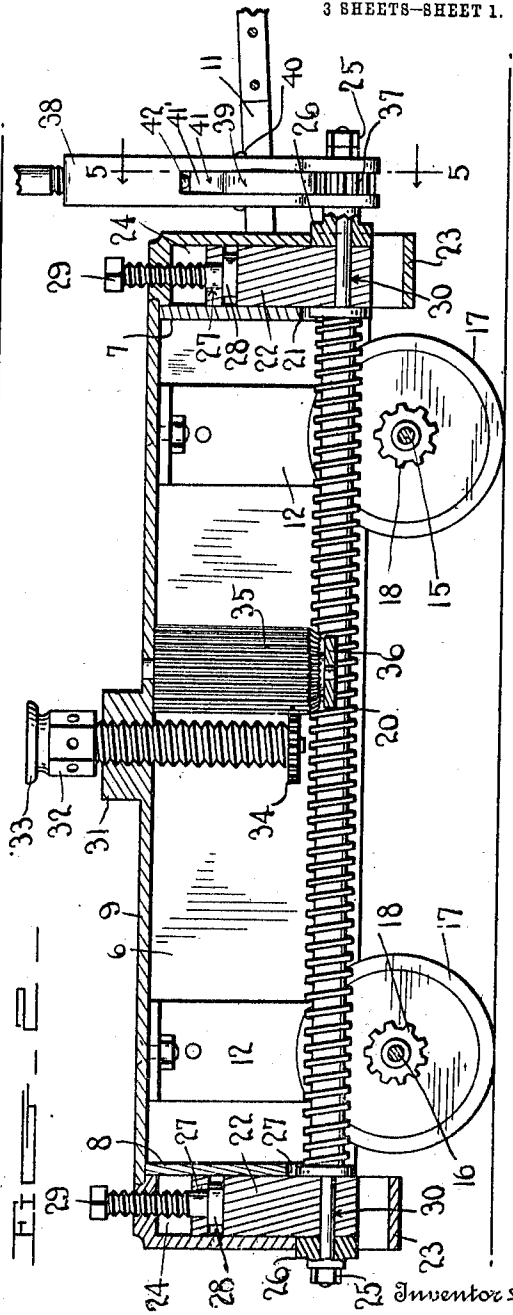
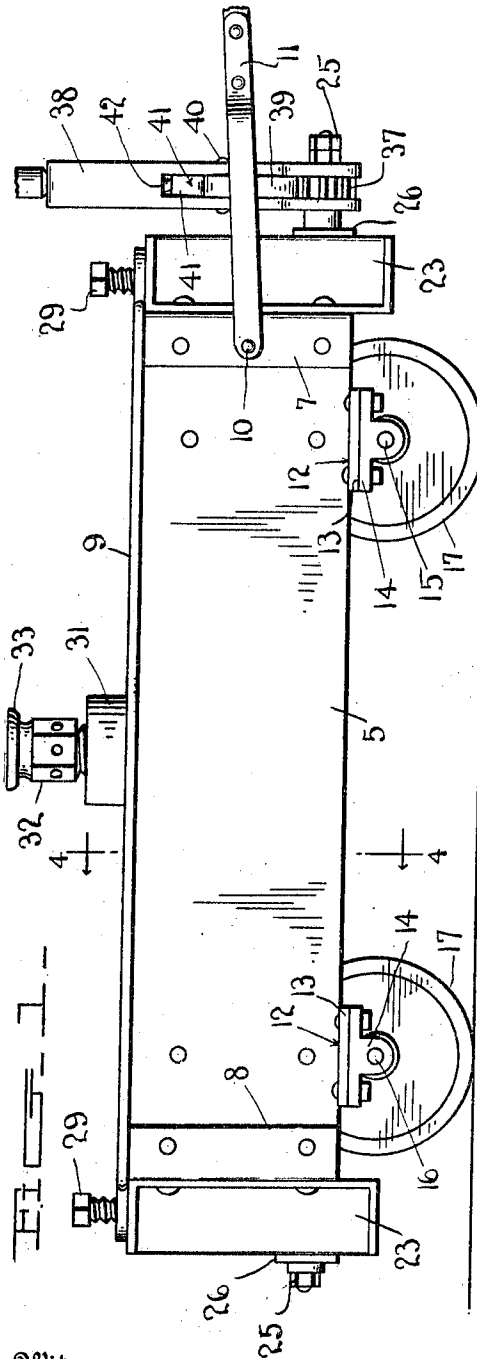


J. H. SENEFF & S. DIXON.
 SELF PROPELLING LIFTING JACK.
 APPLICATION FILED OCT. 19, 1910.

992,914.

Patented May 23, 1911.

3 SHEETS-SHEET 1.



Witnesses

L. S. James
 Joseph G. Brown

J. H. Seneff &
 S. Dixon

By

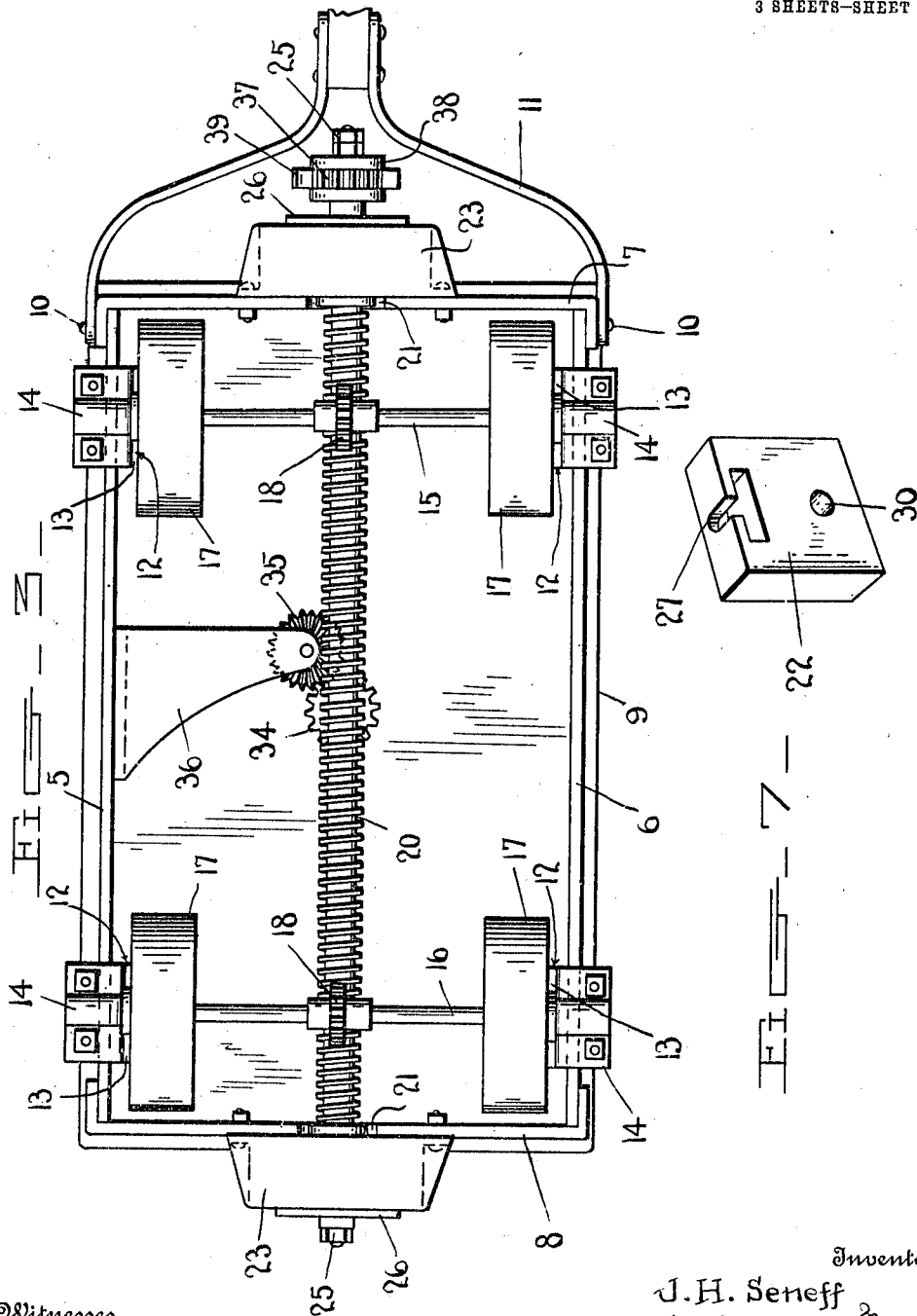
Chapman & Chandler
 Attorneys

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Witnesses

L. B. James
 Joseph D. Davis

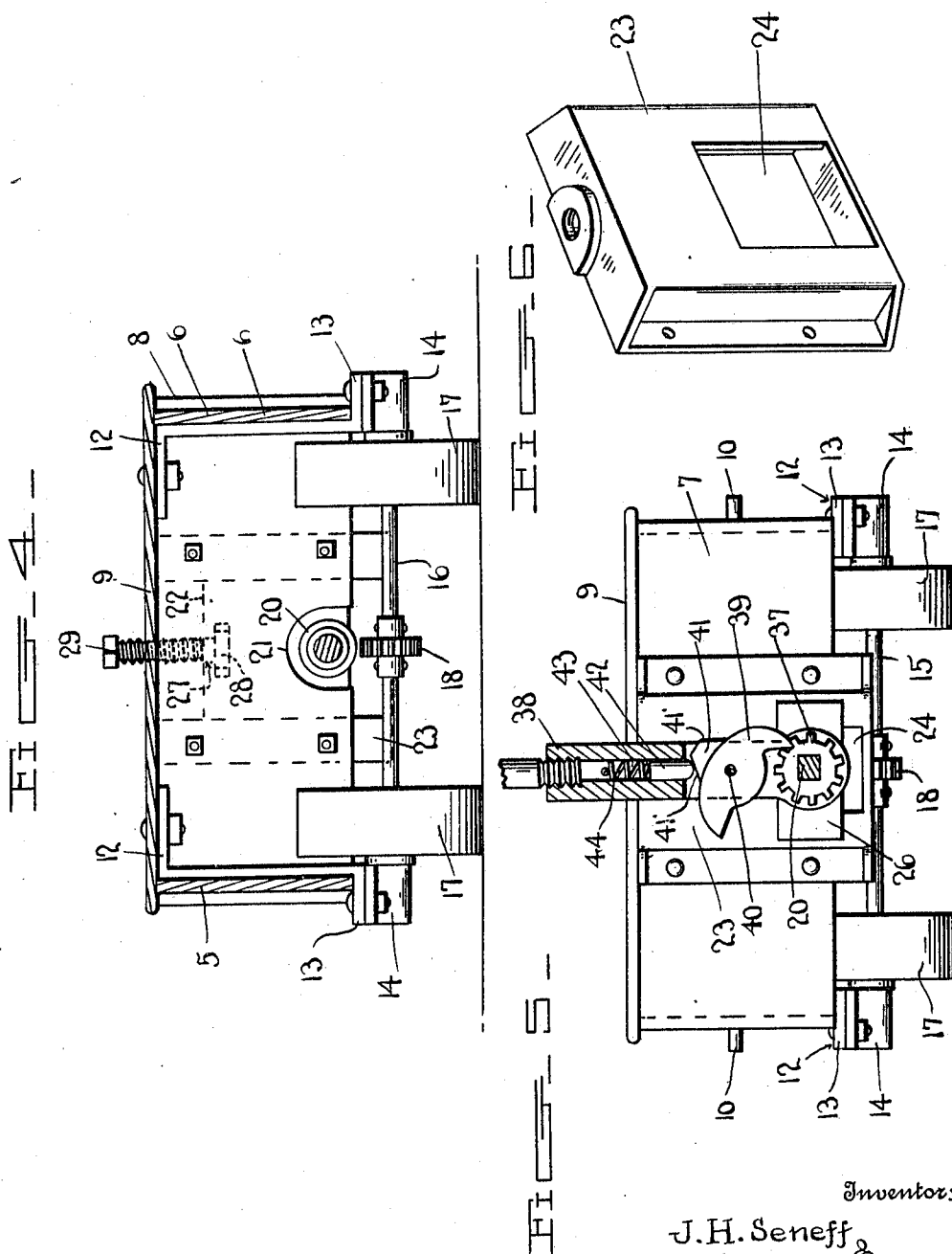
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992,914.

3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

JOHN H. SENEFF AND SHERMAN DIXON, OF FRENCH LICK, INDIANA.

SELF-PROPELLING LIFTING-JACK.

992,914.

Specification of Letters Patent. Patented May 23, 1911.

Application filed October 19, 1910. Serial No. 587,899.

To all whom it may concern:

Be it known that we, JOHN H. SENEFF and SHERMAN DIXON, citizens of the United States, residing at French Lick, in the county of Orange, State of Indiana, have invented certain new and useful Improvements in Self-Propelling Lifting-Jacks; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in lifting jacks and the leading object in view is to provide a device of this character with a lifting screw and means adapted to operate the lifting screw and to propel the device.

Another object of the invention is the construction of a lifting mechanism having a lifting screw operatively arranged thereon, wheels for supporting the mechanism and operating means adapted to operate the lifting screw or rotate the supporting wheels, whereby the mechanism may be propelled over the ground with a weight thereon.

With the above and other objects in view the invention consists in certain constructions, combinations and arrangements of parts, clearly described in the following specification and clearly illustrated in the accompanying drawings, in which:—

Figure 1 is a side elevation of the improved lifting mechanism. Fig. 2 is a vertical longitudinal sectional view thereof showing the operating screw in engagement with the lifting screw mechanism. Fig. 3 is a bottom plan view of the device. Fig. 4 is a transverse sectional view taken on the line 4—4 of Fig. 1, looking in the direction of the arrow. Fig. 5 is a transverse sectional view taken on the line 5—5 of Fig. 2. Fig. 6 is a detail perspective view of the boxing forming a guide for the operating screw. Fig. 7 is a detail perspective view of a guide which fits within said box.

Referring to the accompanying drawings 5 and 6 denote the sides of the truck of the mechanism and 7 and 8 the ends thereof, said ends 7 and 8 having their outer edges turned at right angles and secured against the ends of the sides 5 and 6. On the sides 5 and 6 and the ends 7 and 8 a top plate 9 is secured. On the forward end of the truck frame trunnions 10 are located which receive the apertured terminals of the draft

yoke 11 whereby said truck may be moved over a floor or other support.

The sides 5 and 6 of the truck are provided with brackets 12 and have their upper ends secured against the top plate 9 and their lower ends bent over the edges of the sides 5 and 6 and extended outwardly in a horizontal plane. The portions of the brackets 12 engaging with the sides 5 and 6 are suitably riveted thereto and the horizontal portions 13 of said brackets projecting under and outwardly of the lower edges of the sides 5 and 6 have secured thereto bearings 14 on which the forward and rearward axles 15 and 16 are respectively mounted. The axles 15 and 16 carry truck wheels 17 which are located thereon between the sides 5 and 6. The axles 15 and 16 are provided with small gears or pinions 18 intermediate of their ends and these gears or pinions are adapted to mesh with the threads of the worm shaft 20 which is disposed longitudinally in the truck and has its outer ends extended through the ends 7 and 8 of said truck. The ends 7 and 8 are formed with slots 21 adapted to permit said worm shaft 20 to be vertically adjusted. In order to effect a vertical adjustment of the worm shaft 20 the outer ends of said worm shaft are swiveled to the guide blocks 22 which are slidably disposed in the boxes 23 mounted on the ends of the truck against movement. Each of the boxes 23 are provided with slots 24 through which the ends of the worm shaft project and said projecting ends of the worm shaft are secured in place against said boxes by means of lock nuts 25 which bear against washer plates 26, which plates extend across the openings 24 in the boxes 23. The guide blocks 22 are formed with slots 27 to receive the ends 28 of the adjusting screws 29 which extend through the upper portions of the boxes 23 and are suitably threaded thereon. The lower ends 28 of the screws 29 are enlarged and are swiveled to the upper ends of the guide blocks 22, and said guide blocks are formed with openings 30 through which the outer ends of the worm shaft 20 project. By suitably manipulating the adjusting screws 29 the worm shaft 20 may be moved against the pinions or gears 18 on the axles 15 and 16 or away from said pinions or gears.

The top plate 9 of the truck is formed with a centrally located bearing 31 through

which a lifting screw 32 operates, the same being provided with a head-piece 33. The lower or inner end of the screw 32 carries a gear 34 which meshes with a pinion gear 35 having their lower end slightly rounded so as to mesh with the threads of the worm shaft 20 when said worm shaft is brought into engagement therewith. The lower end of the pinion gear 25 has a bearing on a bracket arm 36 which is fixed to the side member 5 on the truck.

The worm shaft 20 is provided on one end thereof with a ratchet 37 which carries a lever 38 which is bifurcated to receive the ratchet 37 and is placed astride of said ratchet on the worm shaft. The lever 38 carries a doubled armed pawl 39 which is adapted to engage with the ratchet 37, and said pawl is pivoted to said lever by a pivot 40, and is formed with a projection 41 located centrally of the two arms thereof. The projection 41 is engaged by a pin 42 fitted within a socket 43 of said lever and said pin is pressed against by a small coil spring 44 so as to bear resiliently against the projection 41. The projection 41 is formed with shoulders 41' which are engaged by the terminals of the pin 42. When the pin 42 is in the position shown in Fig. 5 one arm of the pawl 39 will be held in

engagement with the ratchet 37 and the other arm will be held out of engagement therewith and when it is desired to reverse the arrangement of the pawl with relation to the ratchet 37 the pawl may be tilted so that the pin 42 bears against the other shoulder of the projection 41. When the pawl is placed in an intermediate position so that the pin 42 bears centrally on the projection 41 both arms of the pawl will be held out of engagement with the ratchet 37. By this construction the lever 38 may be caused to rotate the worm shaft 20 in either direction.

What is claimed is:—

In a lifting mechanism, a wheeled truck, a lifting screw threaded in the truck, a shifting worm shaft journaled on the truck, means for transmitting motion from the worm shaft to the lifting screw, axles for supporting the truck, gears mounted on the axles for engagement with the worm shaft and means for rotating the worm shaft.

In testimony whereof, we affix our signatures in presence of two witnesses.

JOHN H. SENEFF.
SHERMAN DIXON.

Witnesses:

ENOS FISHER,
JAMES T. CLAXTON.