

(No Model.)

M. H. LEVY.

LIFTING JACK.

No. 344,841.

Patented July 6, 1886.

Fig. 1.

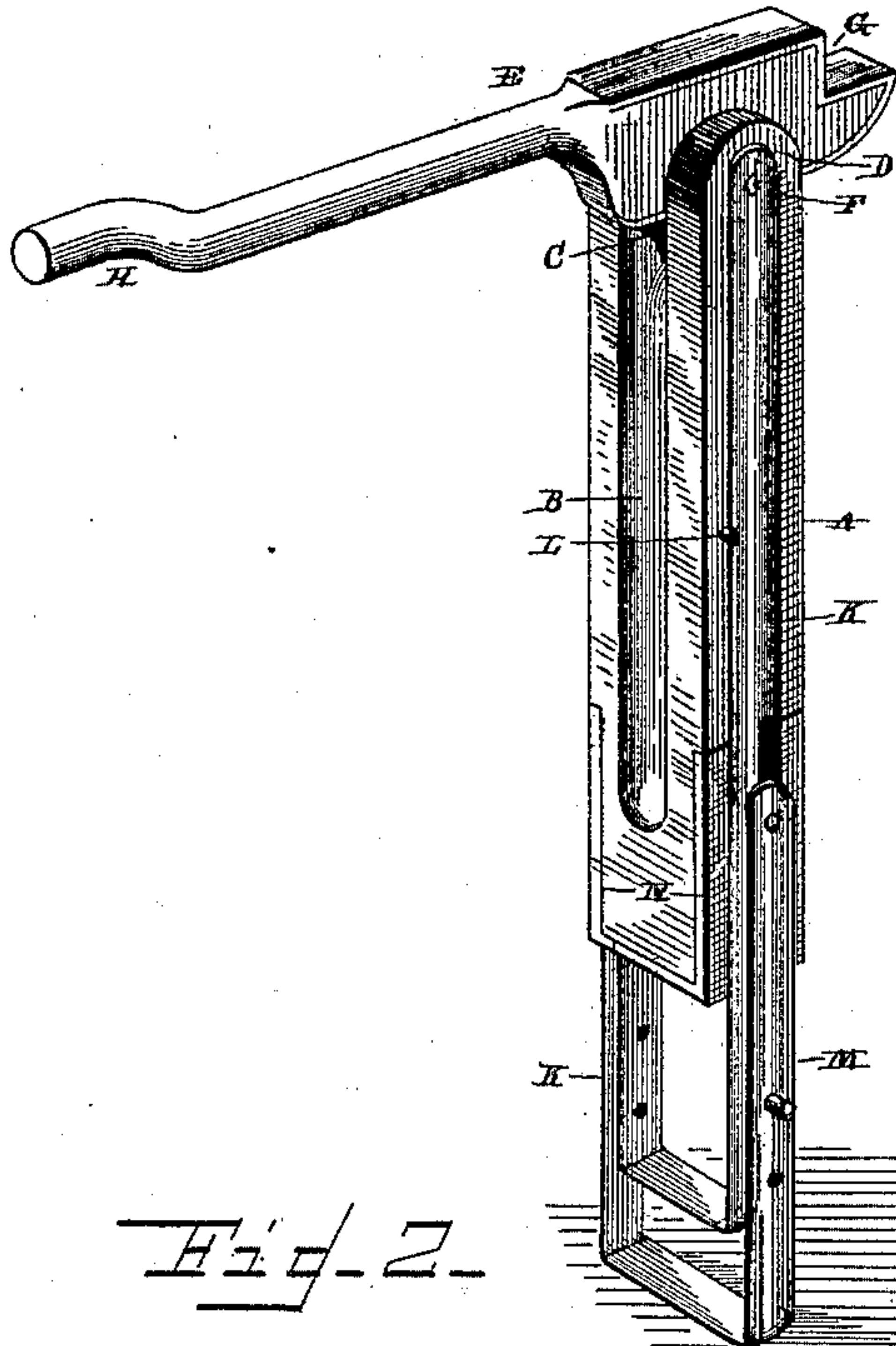
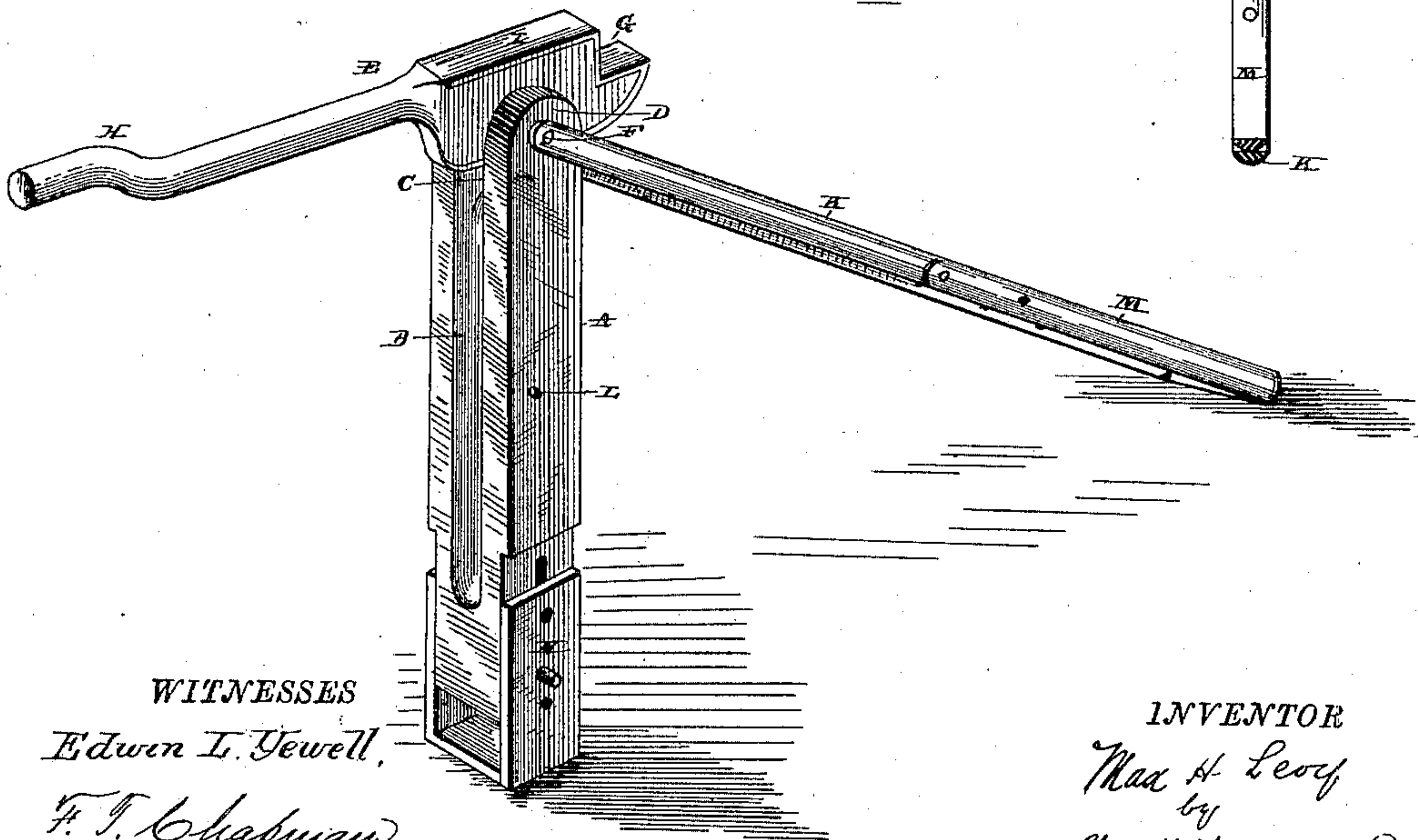


Fig. 2.



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# UNITED STATES PATENT OFFICE.

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## LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 344,841, dated July 6, 1886.

Application filed March 25, 1886. Serial No. 196,487. (No model.)

*To all whom it may concern:*

Be it known that I, MAX H. LEVY, a citizen of the United States, residing at New Albany, in the county of Union and State of Mississippi, have invented new and useful Improvements in Lifting-Jacks, of which the following is a specification.

This invention is designed to produce a light, cheap, and compact jack for vehicles—such as buggies and wagons; also a jack adaptable to the varied heights of the axle above the ground, and applicable to either the front or rear axle, and one in which the lifting mechanism shall be to a certain extent self-locking. These various objects are obtained in the device illustrated in the annexed drawings, in which—

Figure 1 represents a perspective view of the device as applied to a rear axle; Fig. 2, a perspective view of the device as applied to a front axle, and Fig. 3 a vertical section of the device in the position shown in Fig. 1.

The body A may be formed of wood or other suitable material, and, if preferred, may be square in cross-section. On one side, and for the greater portion of the length thereof, the said body A is provided with a groove or recess, B, enlarged into a slot, C, in what in practice is the upper end of the body of the jack. This slot C forms wings D on the said upper end, between which wings rests the head of the lever E, held in place by the pivot F, which latter may consist of a pin or bolt. The said lever-head has a portion of one side cut away, as shown at G, forming a seat for the axle or other part of whatever object the jack may be used upon. This seat, as well as the longer arm of the lever, is arranged more or less to one side of the pivot or fulcrum point of the lever E, so that when said lever is in an upright position, as shown in dotted lines, Fig. 2, with the longer arm resting in the groove B, the tendency of the weight will be to keep the said arm against the body and within the said groove, thus making the jack an automatic or self-locking device.

The extreme end of the longer arm of the lever may be bent, as at H, so as to form a

convenient handle, and set sufficiently far away from the body, when in the position shown in dotted lines, Fig. 2, to facilitate the grasping of the said handle. When the lever is made of wood, the head has a metallic lining, I, which performs the double function of preventing wear and strengthening said head.

The lever may be provided with more than one hole for the pivot-bolt, so that the lift may be made more or less, as desired.

Embracing the body A is a U-shaped frame, K, having the ends of the arms connected to said body by means of the pivot F. The said frame, when in line with the body, engages with a pin, L, which acts as a stop. Exterior to the frame is a similar frame, M. The two frames are connected by pins, and are provided with a series of holes, by means of which the shorter frame, M, is adjustable longitudinally on the longer frame, K.

On the lower end of the body A, and let into the same so as to be flush therewith, is a frame, N, having a series of holes coincident with similar holes in the said body, so as to be adjustable longitudinally thereon. The purpose of the frame N is to adapt the jack to the front axle of a wagon, the frames K M being thrown out of the way, as in Fig. 2, and the adjustment allows for the difference in height between different vehicles.

The frames K M adapt the jack to the rear axle, which is usually considerably higher than the front axle, while the adjustment is for the same purpose as that of the frame N.

The operation of the device is very simple, and is perfectly obvious from the foregoing description, when taken in connection with the drawings; hence there is no necessity of repeating the same.

I do not broadly claim the slotted body and the lever with the seat for the load to one side of the fulcrum, and thus becoming self-locking, as the same is not new; but my invention is distinguished from such constructions, in that I also place the handle to one side of the plane of the fulcrum, and provide a longitudinal slot therefor in the body, in which said handle may be seated, and thus

bring the device within a very small compass, either when in use or for transportation; but

What I claim, and desire to secure by Letters Patent, is—

The combination, with the body and lift-lever, of a frame, K, secured to the body by the pivot-bolt of the lever, and a frame, M,

adjustable on said frame K, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

MAX H. LEVY.

Witnesses:

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