

(No Model.)

W. DIXON.
LIFTING JACK.

No. 389,742.

Patented Sept. 18, 1888.

Fig. 1.

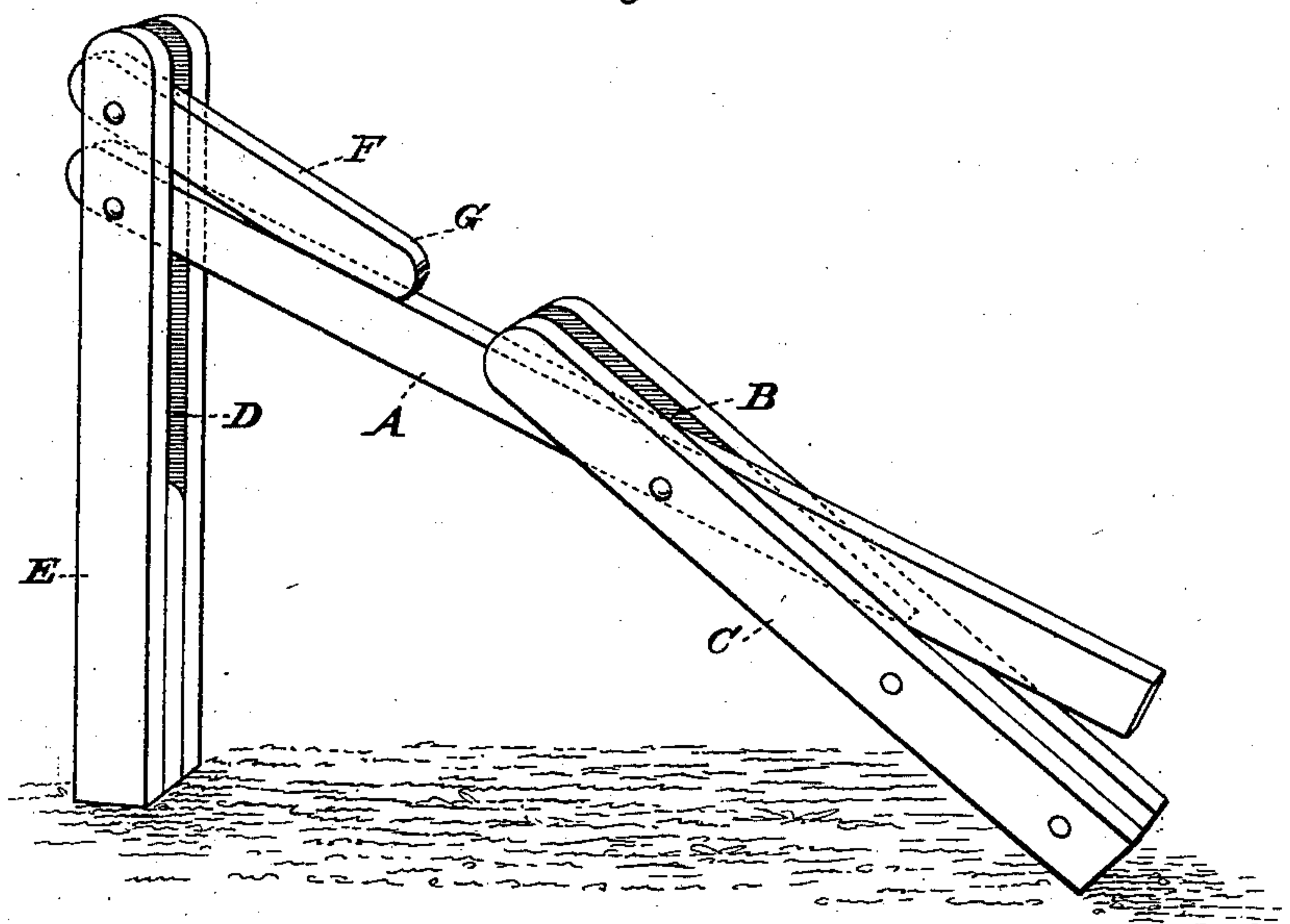
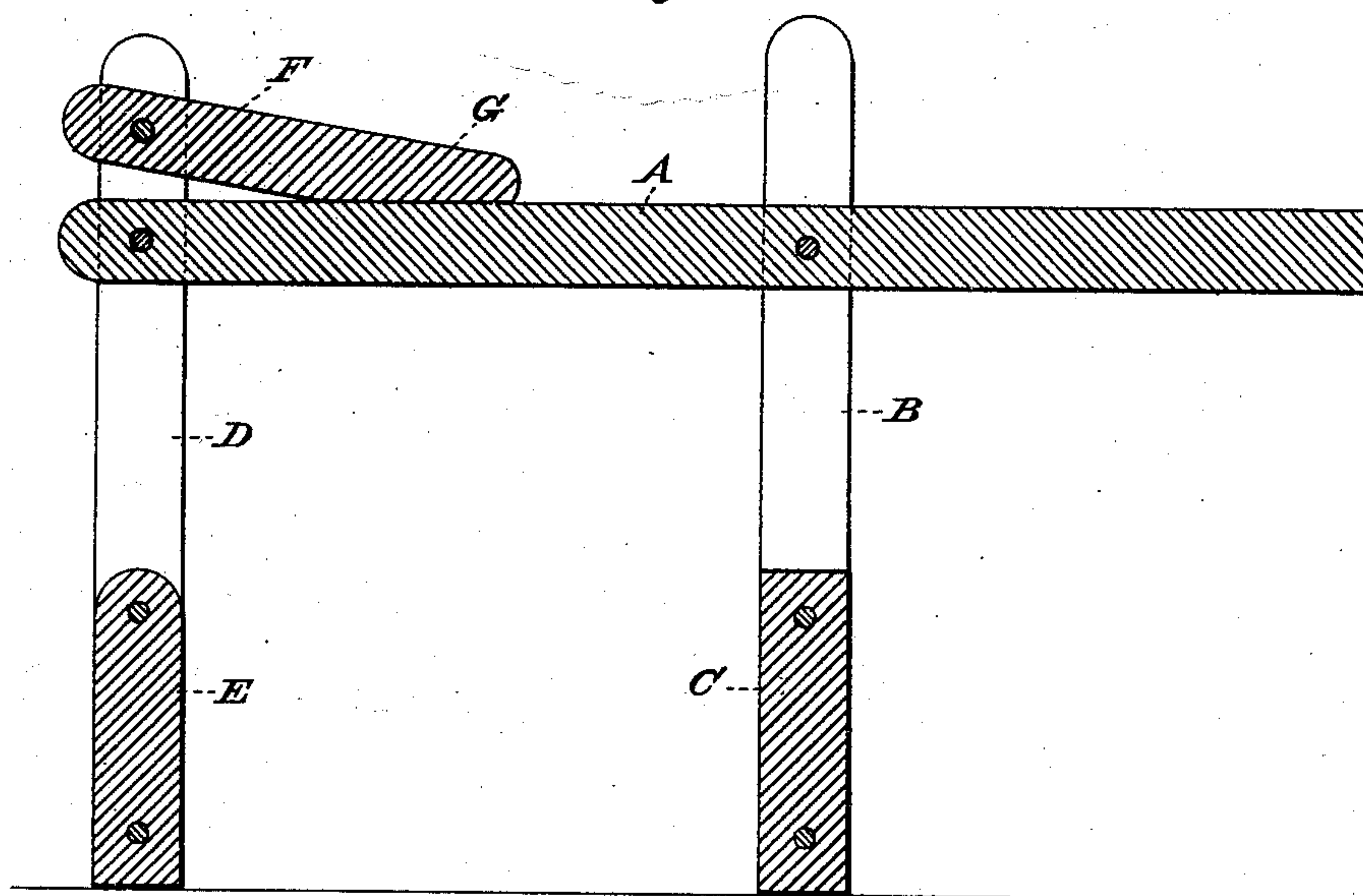


Fig. 2.



WITNESSES

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LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 389,742, dated September 18, 1888.

Application filed February 13, 1888. Serial No. 263,827. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DIXON, a citizen of the United States, and a resident of Clay Centre, in the county of Clay and State of Kansas, have invented certain new and useful Improvements in Lifting-Jacks; and I do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, is a perspective view, and shows the jack in the first position. Fig. 2 is a vertical section, and shows it in the second position.

The invention has relation to improvements in lifting-jacks for vehicles, the object being to provide a device of cheap and simple construction; and the invention consists in the construction and novel combination of parts, as hereinafter set forth.

In the drawings, A designates the lifting-bar, pivoted near its center within the opening D of the stanchion C, and having one of its ends pivoted in the opening D of the stanchion E.

F is a short bar, pivoted at one end above the lifting-bar, within the opening D. The

free end G of the short bar F is designed to slide upon the lifting-bar during the lifting operation, and as the axle of the vehicle rests upon the short bar the danger of damage to the paint or varnish is avoided. The opening extends a sufficient length in the stanchion C to allow the said stanchion to be turned to a position nearly parallel with the lifting-bar.

In operation the stanchion E is vertically placed beneath the vehicle with the lifting-bar at an angle downward, and the short bar directly under the axle. By raising the outer end of the lifting-bar the stanchion C assumes a vertical position, and the bar A stands in a horizontal position, thus lifting the vehicle-wheel free from the ground.

Having described my invention, what I claim is—

In a lifting-jack, the combination of the stanchion C, having the opening B, the stanchion E, having the opening D, the lifting-bar A, pivoted in said openings, and the short bar F, pivoted in the opening D, substantially as specified.

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

WILLIAM DIXON.

Witnesses:

NEWTON ALLEN,
ELLA FREEMAN.