

No. 729,415.

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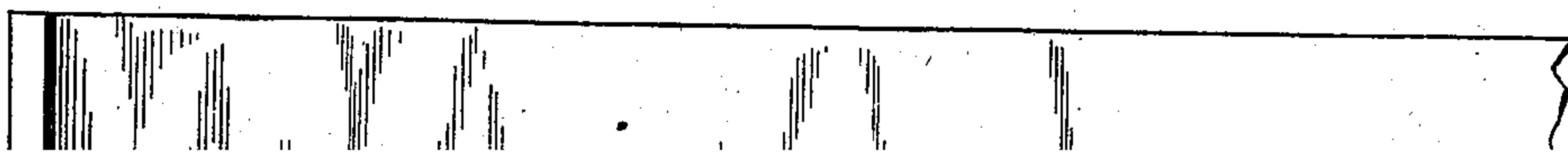
H. P. F. REPPENHAGEN.

VEHICLE JACK.

APPLICATION FILED AUG. 9, 1902.

NO MODEL.

Fig. 1



UNITED STATES PATENT OFFICE.

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VEHICLE-JACK.

SPECIFICATION forming part of Letters Patent No. 729,415, dated May 26, 1903.

Application filed August 9, 1902. Serial No. 119,121. (No model.)

To all whom it may concern:

Be it known that I, HENRY PETER FELDMANN REPPENHAGEN, a citizen of the United States, and a resident of the city of New York, (Port Richmond, borough of Richmond,) in the county of Richmond and State of New York, have invented a new and Improved Vehicle-Jack, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide a jack which can be attached to and carried by the axle of a vehicle without interfering with the wheels and to so construct the jack that it will have a wheel-carrying base and clamping devices connected with the lifting-bar, whereby the jack may be substituted for a broken wheel and serve as a roller-support for the vehicle whenever needed.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the rear portion of a vehicle, the axle being in section, and a side elevation of the improved jack applied to the vehicle; and Fig. 2 is a front elevation of the jack and a side elevation of a portion of the axle to which it is applied, and Fig. 3 is a plan view of the jack.

A represents the body of a wagon, B the axle thereof, and C a wagon-jack of the ordinary type, comprising the usual lower socket-section 10, upper toothed lifting-bar 11, pawl 12, and the lever-operated device for the lifting-bar; but the jack C differs from ordinary jacks in that it is provided with a base 14 in the form of a platform, which base is preferably provided at its upper surface with an eye 15 at each end. The said base is provided, further, at its sides with supporting-wheels 16, which wheels when the jack is in use rest upon the ground or other support for the vehicle-wheels. The lifting-bar 11 of the jack is provided at its plain longitudinal edge with a nose 17 at right angles to the said lifting-bar, and the upper surface of this nose is flat, which surface is adapted when the jack is in use for engage-

ment with the under surface of the axle B, as is shown in Fig. 1. Angle-links 18 are pivotally connected with the said nose 17 at each side through the medium of a removable pivot-pin 19, the horizontal portions of the links 18 being thus attached, while the vertical portions of the links extend upward in front of the nose to a point higher than the depth of the axle to which the jack is to be secured, and the links 18 are connected at their vertical members by a web 20, through which web a set-screw 21 is passed, having a plate 22 swiveled to its inner end, and the said plate in the attachment of the jack to the axle is adapted to engage with one side of the axle, while the lifting-bar 11 of the jack engages with the opposing side of the axle. A plate 23 is pivotally attached to the upper ends of the vertical members of the links 18, preferably through the medium of a removable pivot-pin, and the said plate 23 is provided with a set-screw 24, which passes through the plate and has a foot 25 swiveled to its lower end. In the attachment of the jack to the axle this foot 25 has bearing upon the top portion of the axle, as is shown in Fig. 1.

The pivoted plate 23 is provided with a tongue 26, (shown best in Fig. 3,) and this tongue has a pivotal connection with a collar 27, which collar is fitted to slide upon the upper portion of the lifting-bar 11 of the jack. This collar is held in position on the lifting-bar by means of a set-screw 28. (Shown in Figs. 2 and 3.)

When the jack is not in use, the lifting-bar 11 is carried down into the socket 10 as far as possible, and by means of the connected links 18, upper plate 23, and collar 27 the jack is secured to either the rear or the forward axle of the vehicle between the wheels, the base of the jacket at such time being raised some distance from the ground, so that the jack is out of the way, can be readily carried, and is in position for immediate use should occasion require. When, for example, a wheel becomes broken or an accident should happen to the axle, the jack C can be substituted for the wheel and acts as a roller-support for the axle. At such time the pivot-pin 19 is removed, permitting the jack to be disengaged from its carrying position on the axle and placed in a

suitable position to be of supporting service, at which time the links 18 are again attached to the nose 17 and the set-screws 21 and 24 are suitably adjusted to clamp the jack to the
5 axle. The base is then lowered until its wheels 16 are brought in engagement with the ground, and in order to brace the jack in this position rods 29 are connected with the eyes 15 on the base of the jack and with the
10 running-gear or bottom of the wagon-body through the medium of suitable eyes 30 or their equivalents.

Having thus described my invention, I claim as new and desire to secure by Letters
15 Patent—

1. A vehicle-jack provided with a wheel-supported base and with means for attaching the said jack to an axle, as and for the purpose set forth.

20 2. A vehicle-jack having a roller-supported base and clamping devices for the axle carried by the lifting-bar of the jack, as described.

25 3. A vehicle-jack provided with a wheel-supported base, a nose extending from a side

of the lifting-bar of the jack, angular links pivotally and detachably connected with the nose, the vertical members of the links having a connecting-web, a horizontal plate extending from the upper portion of the vertical members of the said links in direction of the lifting-bar of the jack, a collar adjustably mounted on the lifting-bar of the jack, and to which the said plate is connected and set-screws carried by the connecting-web of the
30 links and the said plate, the said set-screws being provided with foot-sections adapted for engagement respectively with a side and the top of an axle, for the purpose described.
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4. A roller-supported jack, and an adjustable clamping device for an axle carried by the lifting-bar of the jack, for the purpose set forth.
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In testimony whereof I have signed my name to this specification in the presence of
45 two subscribing witnesses.

HENRY PETER FELDMANN REPPENHAGEN.

Witnesses:

GEO. H. ROBERTS,

FRANK FOGGIN.