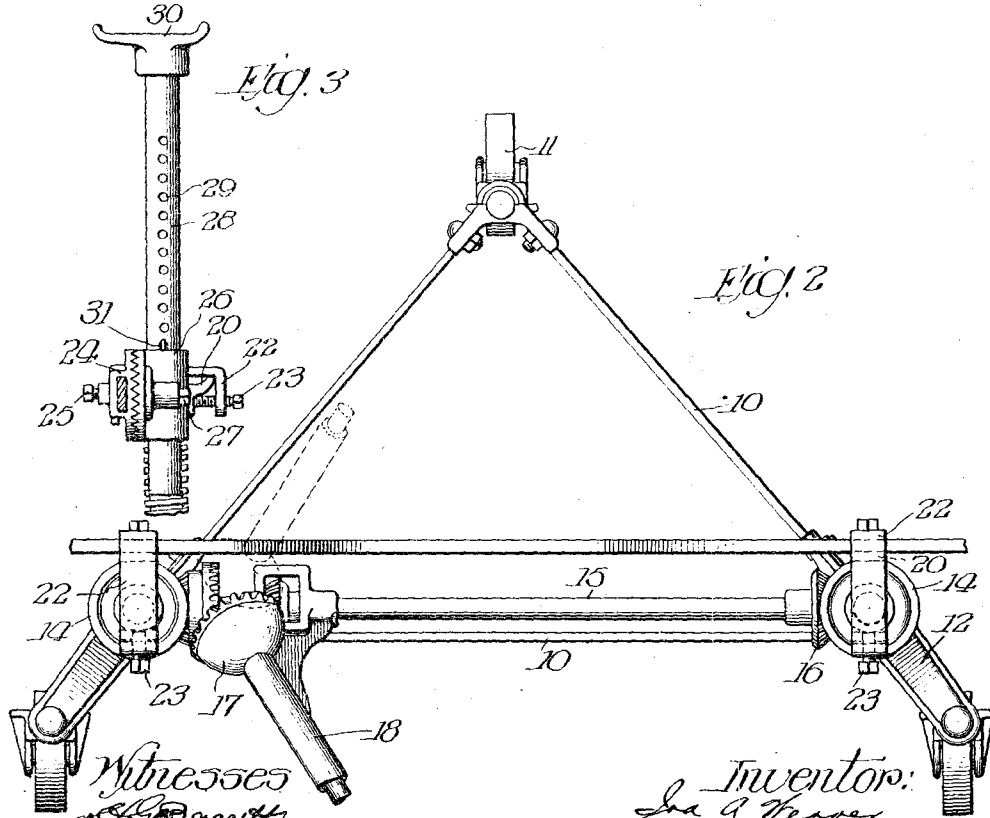
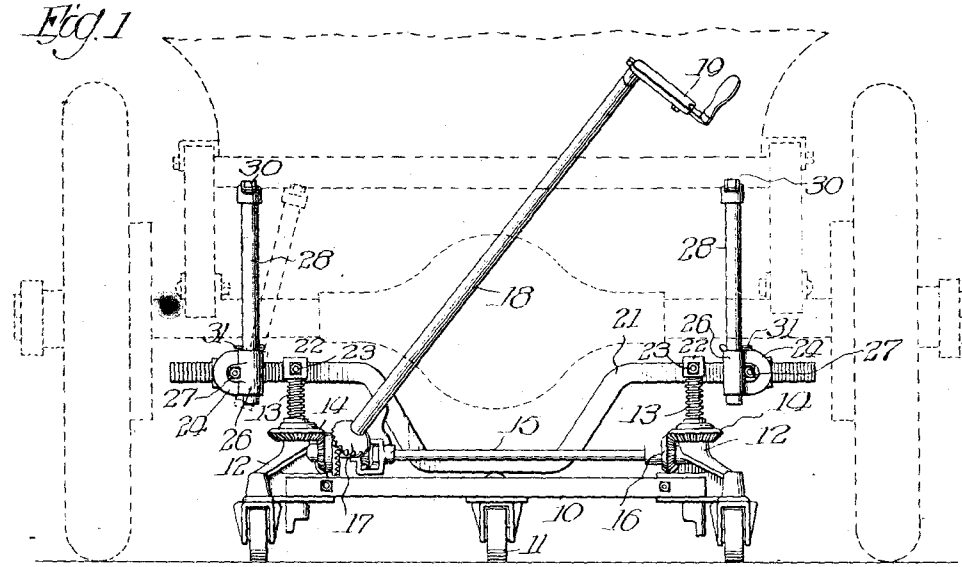


I. A. WEAVER.
 JACK.
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Witnesses
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UNITED STATES PATENT OFFICE.

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JACK.

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Specification of Letters Patent.

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Original application filed April 5, 1912, Serial No. 688,743. Divided and this application filed October 17, 1912. Serial No. 726,296.

To all whom it may concern:

Be it known that I, IRA A. WEAVER, a citizen of the United States, and resident of Springfield, in the county of Sangamon and State of Illinois, have invented certain new and useful Improvements in Jacks, of which the following is a specification.

My invention relates to jacks and has particular reference to a novel twin jack for use in connection with automobiles.

This application is a division of my application, Serial No. 688,743, filed April 5, 1912.

In the handling of automobiles either in public or private garages, it frequently becomes necessary to elevate the wheels, axles or car body in order to facilitate repairs. Furthermore, it is desirable, when the car is to remain out of use for any length of time, to relieve the tires of the weight of the car. This has heretofore been accomplished by the use of four independent jacks. When it becomes necessary to make repairs to springs, axle or differential gearing, the car body must be supported in order to relieve the axles from such weight and permit the removal thereof if required. This has heretofore been accomplished by jacking up the car body, then replacing the jack with blocks or other supports. In such contingency, of course, the car must remain in that position until the repairs are effected and the parts assembled. However, it often occurs that after the car is dismantled it is found that some broken part must be replaced and considerable time elapses before it can be secured. In such case the car must remain where originally placed, oftentimes encumbering space which might otherwise be advantageously used.

An advantage secured by my construction is in the provision of a removable, adjustable cross-bar by means of which the posts of the jacks may be extended to contact the body of the car alone. In this construction the cross-bar is deflected at its middle portion in order that it may escape interference with the differential casing or transmission shaft; furthermore, the posts referred to may be adjusted universally to meet different conditions.

Other advantages will appear hereinafter and be particularly pointed out in the claims.

My invention will be more particularly

understood by reference to the accompanying drawings, wherein,

Figure 1 is a side elevation of a twin jack having the cross-bar and extensions applied thereto, the device being shown in cooperation with the body of an automobile; Fig. 2 is a plan view of the device, and Fig. 3 is an enlarged detail of one of the adjustable standards which may be applied to the cross-bar and rested on top of the jack standards.

Referring more particularly to the drawings it will be seen that my novel jack is mounted on a triangular frame 10, having bearings at the extreme ends in which swiveling casters 11, are mounted. The jacks themselves are mounted in rigid castings 12, forming a portion of the frame, the jacks being located inwardly from the casters. In such position it will be seen that it will be practically impossible to tip the device when in service. Within the castings 12 are mounted jack standards 13, which are screw-threaded as shown, motion being transmitted to the standards by means of suitable gears 14. Motion in unison is secured by the transverse shaft 15, having beveled pinions 16 on the ends thereof. The rotation of the shaft is secured by means of a beveled pinion 17, on one end of a shaft 18, having an operating crank and handle 19 at the free end thereof. This operating rod, as shown, is mounted at an angle and is adapted for rotation by the shaft 15 as an axis. This permits the location of the jack at any point without interference with the operating rod. The tops of the screw-threaded standards 13 are provided with the feet 20 rigidly secured thereto.

The description heretofore relates solely to the jack as adapted for use under a car axle. However, assuming it is desired to raise the body of the car without interference with the running gear, I have provided jack standard extensions. This appliance includes a transverse member 21 having a dished or bowed central portion and provided with clips 22, spaced to register with the feet 20, on the tops of the jack standards. Set screws 23 provide for the securing of the clips and cross bar to the jack standards. On the cross-bar 21 I provide a casting 24 having a toothed disk on one face and being slotted to fit the cross-bar. A set screw 25 enables the securing of the cast-

ing at any desired point on the cross-bar. A socket 26, having a toothed disk corresponding with the disk on the casting 24 is adapted to be secured to the casting 24 by means of the bolt 27. This socket accommodates a jack extension 28, having a plurality of apertures 29 therein and with a foot 30 on the upper end thereof. The standard is loosely fitted in the socket 26, and may be held at different adjusted positions by means of a pin or cotter 31, passed through the apertures 29.

It will be seen that the jack extensions have a universal adjustment and may be moved longitudinally of the bar, or be moved vertically or they may be swung with the bolt 27 as an axis. Thus they may be adapted to any car body. The dished portion of the cross-bar is provided in order that the jack may be placed under the differential gear without interference.

Many of the expedients shown and described in connection with the device may be modified by skilled mechanics and such modifications I consider to be within the scope of my invention.

I claim:

1. In a device of the class described, the combination of a portable frame mounted on carrying wheels, a plurality of jacks mounted on said frame, a cross-bar detachably mounted on the standards of said jacks, and a pair of standards adjustably mounted on said cross-bar, substantially as described.

2. In a device of the class described, the combination of a frame, a pair of jacks mounted in said frame, a cross-bar having an offset middle portion removably mounted on the standards of said jacks, and additional standards mounted on said cross bar, substantially as described.

3. In a device of the class described, the combination of a frame, a plurality of jacks mounted in said frame, a cross-bar removably secured to said jacks, sockets slidably mounted on said cross-bar and standards vertically adjustable in said sockets, substantially as described.

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