

E. I. CHATWELL.
JACK.
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977,596.

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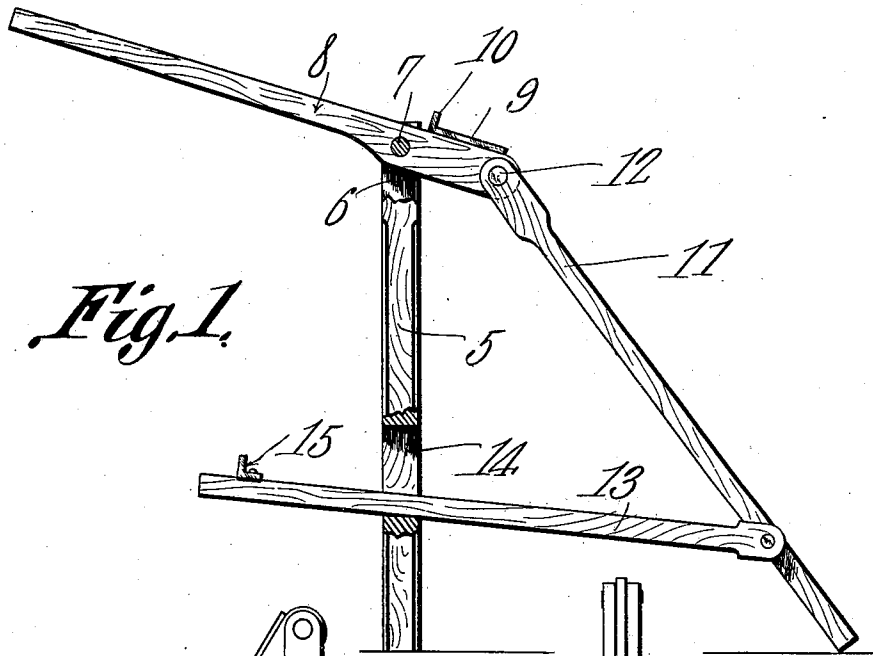


Fig. 1.

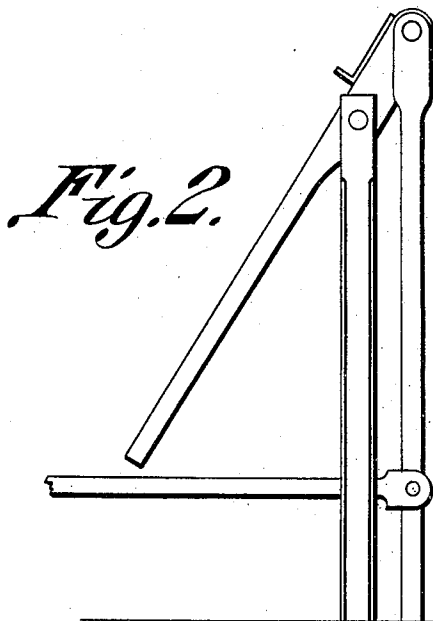


Fig. 2.

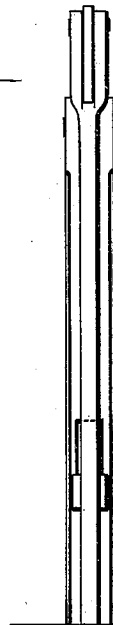


Fig. 3.

Witnesses

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JACK.

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To all whom it may concern:

Be it known that I, EDWARD I. CHATWELL, a citizen of the United States, residing at Weatherford, in the county of Parker and State of Texas, have invented a new and useful Jack, of which the following is a specification.

It is the object of the present invention to provide an improved jack and the invention is directed primarily to that class of jacks which are employed in lifting vehicles so that their wheels may be removed or their spindles lubricated.

The invention aims to so construct a jack that not only may the operating lever be readily depressed without the exertion of any considerable force, but also that a support will at all times be afforded the said lever. This object is attained by the provision of a leg which is pivoted to the vehicle supporting end of the operating lever and at its lower end rides over the surface of the ground when the lever is depressed so as to elevate its said vehicle supporting end. In connection with this said leg, there is provided a foot bar which may be manipulated by the foot of the operator of the jack so as to swing the leg from position to support the operating lever.

In the accompanying drawings,—Figure 1 is a side elevation partly in section of a jack constructed in accordance with the present invention. Fig. 2 is a similar view but showing the said jack in supporting position. Fig. 3 is a front elevation of the jack.

In the drawings, the jack is illustrated as embodying a standard which is indicated by the numeral 5 and at its upper end is bifurcated, as at 6. Pivoted, as at 7, in this bifurcation is an operating lever, which is indicated by the numeral 8, the point of pivotal connection of this lever with the standard being located nearer the forward end of the lever than its rear end. That portion of the lever forwardly beyond its butt 7 is the portion which is to support the vehicle and to obviate wear of this part, a wear plate 9 having an upturned inner end 10 is secured upon the upper face thereof, it being understood that the said beveled end 10 of the wear plate acts to prevent the vehicle axle slipping down upon the lever 8 when the lever is in the position shown in Fig. 2 of the drawings.

Ordinarily, it is customary in jacks constructed as above described, to provide

means carried either by the standard or the handle end of the operating lever and engageable with the other one of these two elements whereby to prevent downward swinging movement of the vehicle supporting end of the said lever after the same has been swung to elevate the vehicle, but a jack so constructed is unstable, inasmuch as the only support afforded a vehicle is the standard of the jack. The present invention therefore contemplates improving jacks of this class by providing a direct support for the vehicle supporting end of the operating lever. This support is embodied in a leg, which is indicated by the numeral 11 and which is pivoted at its upper end, as at 12, to the forward extremity of the said operating lever. As illustrated, the leg 11 is of greater length than the standard 5. It will be readily understood that as the handle end of the operating lever is depressed whereby to elevate its vehicle supporting end, the increase in distance between the extremity of the vehicle supporting part of the operating lever and the ground surface will permit the leg 11 to ride at its lower end over the surface of the ground in the direction of the standard 5. It will further be understood that no matter at what point in the movement of the lever the same is released, its vehicle supporting end will be supported against downward swinging movement by the said leg 11.

In connection with the leg 11 there is provided means which may be depressed by the foot of the operator of the lever 8 to assist in lifting a heavy vehicle and which also may be actuated by the foot of the operator to swing the lower end of the leg 11 out of engagement with the ground surface whereby to destroy all supporting effects of this said leg, and this means is embodied in a foot bar, which is indicated by the numeral 13, and is pivoted at its forward end to the leg 11 near the lower end thereof and projects rearwardly and through a slot 14 which is formed vertically in the standard 5. The lower end of the slot 14 affords a fulcrum for the foot bar 13, as will be appreciated from an inspection of Fig. 1 of the drawings. Where the foot bar is utilized as a supplemental lever in elevating the vehicle supporting end of the operating or main lever downward pressure is exerted by the operator, by hand upon the rear portion of the operating lever and by foot upon the

corresponding portion of the foot bar, there being preferably a plate 15 secured upon this bar, which plate may be engaged by the operator's foot for the purpose of sliding the bar through the slot 14 so that when the device is being operated to elevate a vehicle, the leg 11 may be swung toward the standard 5 and when the work upon the vehicle has been finished, the opposite side of the plate or projection 15 may be engaged and the bar so moved as to swing the leg away from the standard. It will, of course, be understood that when the parts are in the position shown in Fig. 2 of the drawings, it is not necessary to retain the grasp upon the operating lever but on the other hand, the same may be released, leaving the vehicle supported by the jack.

What is claimed is:

20 A device of the class described comprising a standard, an operating weight supporting lever mounted for rocking move-

ment upon the standard and arranged at one end to support weights to be lifted, a leg pivoted at its upper end to the weight supporting end of the lever and normally extending forwardly and downwardly therebeyond, the leg being of such length as to rest at its lower end upon the surface upon which the standard is disposed, the said standard being formed with a slot, and a foot bar pivoted to the leg near the lower end thereof and extending through said slot, the lower end of the slot constituting a fulcrum for the foot bar, the rear end of the foot bar being depressible.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

EDWARD I. CHATWELL.

Witnesses:

J. W. HOGG,

J. S. HUDSON.