Dec. 30, 1924. 1,520,989

W. H. WEBSTER

AUXILIARY BASE FOR JACKS

Filed May 12, 1921

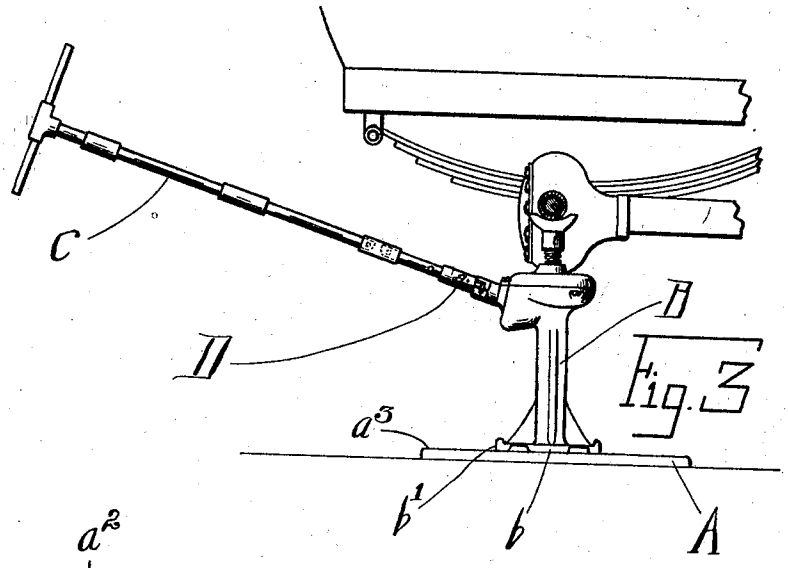


Fig. 3

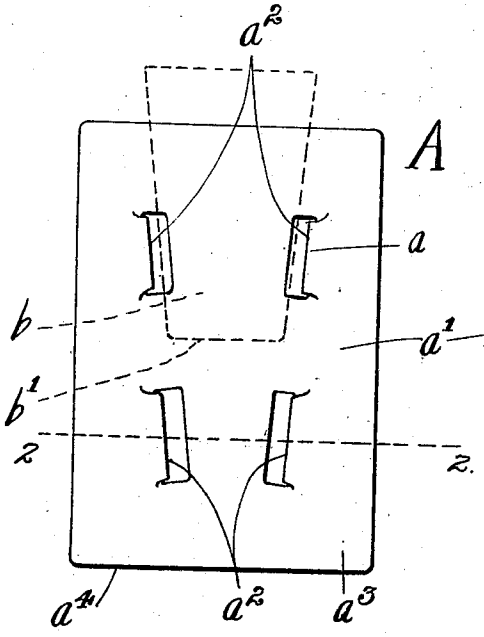


Fig. 1

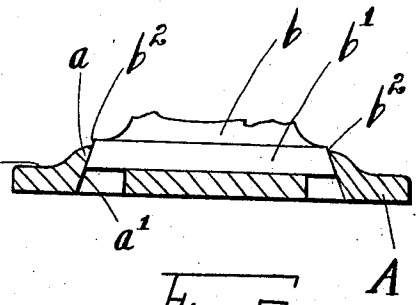


Fig. 2

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UNITED STATES PATENT OFFICE.

WALTER H. WEBSTER, OF CINCINNATI, OHIO, ASSIGNOR TO THE O. P. SCHRIVER COMPANY, OF CINCINNATI, OHIO, A CORPORATION OF OHIO.

AUXILIARY BASE FOR JACKS.

Application filed May 12, 1921. Serial No. 468,814.

To all whom it may concern:

Be it known that I, WALTER H. WEBSTER, a citizen of the United States of America, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented a new and useful Improvement in an Auxiliary Base for Jacks, of which the following is a specification.

An object of my invention is to provide an auxiliary base for jacks whereby the weight supported by the jack will be distributed over a large area wherefore the jack will have a firmer foundation.

Another object is to provide an auxiliary base for the purpose stated especially adapted to be placed upon ground which may be infirm and yielding and into which the average jack base will sink.

Another object is to provide an auxiliary base that will be so mounted on a jack that the jack cannot be withdrawn from below an automobile without pulling the auxiliary base from below the automobile, thereby eliminating the probability of an autoist driving away and leaving the auxiliary base lying on the highway. An auxiliary base of this type is of especial utility when employed with a jack provided with a handle coupling, as disclosed in my copending application.

These and other objects are attained by the means described herein and disclosed in the accompanying drawings, in which—

Fig. 1 is a plan view of an auxiliary base embodying my invention.

Fig. 2 is an enlarged sectional view on line 2—2 of Fig. 1.

Fig. 3 is a fragmental side elevation of an automobile supported upon a jack and a base embodying my invention.

My invention comprises a plate A having lugs a struck upward thereof from the top a', the lugs having opposing faces a^2 converging toward the forward end a^3 of the plate and toward a point above the plate. The lugs are preferably provided in pairs, the pair at the forward end of the plate being closer together than the lugs at the rear end of the plate. The faces on the lugs struck up on any one side of the plate are in horizontal alignment and lines drawn between the faces of the lugs formed on the same sides, if prolonged, converge upon a point beyond the front a^4 of the auxiliary base. The faces of the lugs taper upwardly and if projected upwardly would meet upon a common line.

The jack B has a base b, the sides of which converge upon a point beyond the front b' thereof, the taper corresponding to the divergence of the lug faces. The sides b^2 of the base b converge upwardly, the taper corresponding to the upward taper of the lug faces.

From the foregoing it is readily apparent that the jack can be mounted on the auxiliary base by sliding the jack base toward the front of the auxiliary base, intermediate the lugs a, and that when the faces on the lugs engage the sides b^2 of the jack base, the jack will be securely retained upon the auxiliary plate, and that to release the jack from the auxiliary base, it is necessary to reverse the described relative movements of the jack and the auxiliary base.

A further development of great utility and prime importance lies in providing a coupling D adapted to lock the crank or handle C upon the jack. Any sort of coupling possessing the qualities of locking the crank and jack upon one another may be employed, but for convenience I have shown a coupling as described in my copending application filed March 23, 1921, Ser. No. 454,773.

The operation of the device needs no explanation as to its application other than the information that the forward end of the plate and the forward end or front of the jack extend in the same direction as does the crank C, so that when the operator has finished using the jack, he can, by pulling on the handle, move the jack and plate from below the vehicle, thereby eliminating the probability of driving away and leaving either the plate or jack, or both, upon the highway.

What I claim is:

1. The combination of a jack, a crank, a coupling adapted to lock the crank and the jack, and an auxiliary base for the jack adapted to be moved with the jack when the crank is used to pull the jack toward the operator, and to be dethached therefrom when the jack is moved in the opposite direction.

2. The combination of a jack, a crank for the jack adapted to lock thereupon, and a freely detachable auxiliary base for the jack adapted to be moved with the jack when the

jack is pulled toward the operator by means of the crank, and to become detached by force exerted in the opposite direction.

3. The combination with a jack having a base tapering upwardly and toward one of its ends, of an auxiliary base having tapering seats complementary to the tapered jack base and upon which the base of the jack slidably and removably engages.

4. The combination with a jack having a base, the sides of which taper upwardly and toward one end of the base, of an auxiliary base comprising a plate, and lugs mounted on the plate having tapering faces complementary to the sides of the jack base and upon which the sides of the jack base are adapted to bind when the jack base is slidably moved therebetween.

5. An auxiliary base for jacks comprising a plate, lugs struck upwardly from the plate and having converging faces adapted to engage the base of a jack and bind upon the base of the jack when the jack base is moved therebetween.

6. An auxiliary base for jacks comprising a plate, and lugs extending from the plate having faces tapering upwardly and forwardly and adapted to bind upon a jack base tapering forwardly and upwardly at substantially the same angle as the taper of the lug faces.

7. An auxiliary base for jacks comprising a plate, a pair of spaced forward lugs and a pair of spaced rear lugs, the lugs of one of the pairs being spaced at a greater distance than the lugs of the other pair, the forward lugs having faces converging upon a line above the plate, and the rear lugs having faces converging on a line above the plate, the faces of each forward lug and the rear lug disposed next adjacent thereto being substantially in alignment, the faces of the forward lugs converging toward their ends spaced from the rear lugs.

In testimony whereof, I have hereunto subscribed my name this 9th day of May, 1921.

WALTER H. WEBSTER.