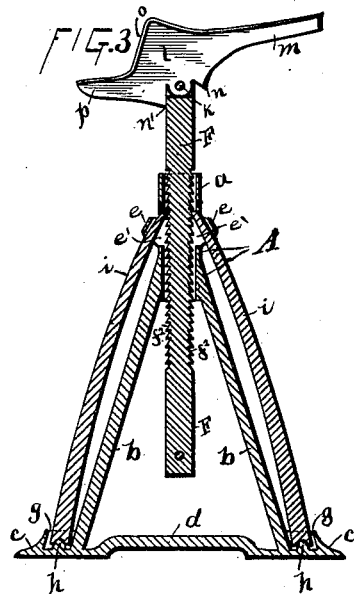
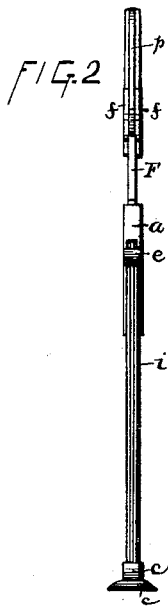
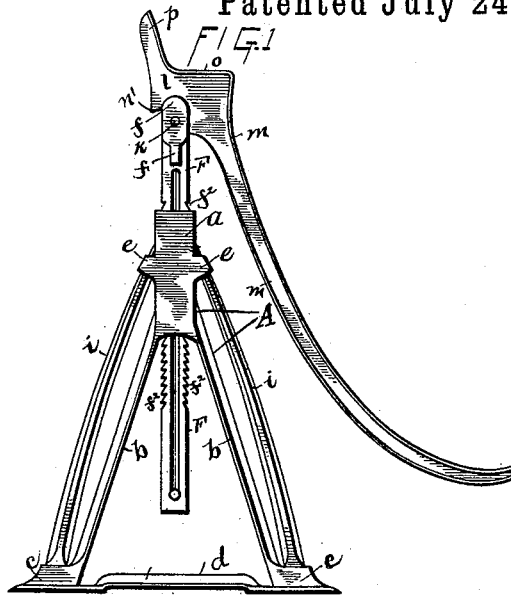


(No Model.)

E. FOUST.  
LIFTING JACK.

No. 386,533.

Patented July 24, 1888.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

ELI FOUST, OF COLUMBUS, OHIO.

## LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 386,533, dated July 24, 1888.

Application filed April 30, 1888. Serial No. 273,269. (No model.)

*To all whom it may concern:*

Be it known that I, ELI FOUST, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have  
5 invented a certain new and useful Improvement in Lifting-Jacks, of which the following is a specification.

My invention relates to lifting-jacks for elevating vehicles and other heavy articles.

10 The objects of my invention are to produce, in a simple and inexpensive form, a lifting-jack by means of which heavy bodies may be easily and readily elevated and held at the desired height. These objects I accomplish in  
15 the manner illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved jack. Fig. 2 is a vertical longitudinal section, and Fig. 3 is an elevation taken at right angles  
20 with Fig. 1.

Similar letters refer to similar parts throughout the several views.

A represents the frame of my improved jack, which is formed, as shown, of one piece of  
25 metal; and it consists of a vertical hollow bar, *a*, or sleeve, having formed on opposite sides thereof, and near its lower end, two downwardly extending and diverging legs or standards, *b*. The lower end of each of said standards is  
30 provided with an outwardly-extending foot, *c*, the bottoms of said feet being connected by means of a cross-piece or base-strip, *d*, formed therewith. Formed on opposite sides of the frame-sleeve *a*, at oppositely-located points at  
35 about the center of the length of said sleeve, are hollow lugs or keepers *e*, opposite each of which is formed an opening, *e'*, in the sleeve.

F represents a vertical sliding bar adapted to pass loosely through the hollow of the sleeve  
40 *a*, and having adjoining its upper end a lug, *f*, projecting from each of its two flat sides or faces, said lugs being adapted, when the bar F is not elevated within the sleeve, as hereinafter described, to rest upon the top of said  
45 sleeve, and thus support said bar therein. In each of the two narrow sides of the bar F are formed a number of ratchet-teeth, *f'*, as shown.

The upper side of each of the standard-feet *c* adjoining its standard is provided, as shown,  
50 with a socket, *g*, from the center of the bottom of which is made to project upwardly a short

distance a transverse rounded lug, *h*. Pivotal-ly seated within each of the sockets *g* upon the lug *h* is the lower grooved end of an upwardly-extending and inwardly-curved pawl,  
55 *i*, the upper end of which extends loosely through the keeper *e* and into the opening *e'* on the corresponding side of the sleeve, and is adapted to engage with the teeth *f'* of the corresponding side of the bar F.

60 In the upper slotted end of the bar F is pivoted on a cross-pin, *k*, the lower side of the enlarged head *l* of a lever, *m*. Said lever-head is pivoted near the center of its length and is cut away slightly on each side of its pivot-  
65 point, to form, respectively, front and rear shoulders, *n* and *n'*. When the lever-handle, which extends in a curved line outwardly from the front side of the lever-head *l*, is allowed to drop, as shown in Fig. 1 of the drawings, the  
70 shoulder *n* will bear against the front side of the bar F. The upper side of said head is so shaped as to form a horizontal seat, *o*, having an upwardly-extending shoulder, *p*, on its rear  
75 end. For reasons hereinafter stated the central bearing-point of said seat is, when the lever-handle is down, slightly in front of an imaginary vertical line drawn through the center of the pivot-pin *k*.

The operation of my improved jack is as  
80 follows: When it is desired to elevate a vehicle, the jack is placed beneath the same, the lever-handle elevated until the front face of the shoulder *p* is in a horizontal position, and the  
85 shoulder *n'* bears against the rear side of the toothed bar, as shown in Fig. 3 of the drawings. The toothed bar F is then elevated by the hand until the shoulder *p* is in close proximity to, or bears against the under side of,  
90 the vehicle-axle or other object to be elevated. Then, by bearing down upon the lever-handle, it will be seen that the axle will be elevated until the shoulder *p* of the lever-head is approximately in a vertical position, as shown  
95 in Fig. 1 of the drawings, when the axle will drop and rest upon the seat *o*. It will be seen that, the greater weight of the axle being thus made to bear upon the front portion of the lever-head, said weight will tend to keep said  
100 lever-handle lowered, and thus lock the lever therefrom by forcing said lever-handle up-

ward. It will also be observed that as the toothed elevating-bar is raised the upper ends of the pivoted pawls will drop into the notches formed between the teeth  $f^2$  of said bar, thereby forming a support on each side of the latter.

In order to lower the elevating-bar F, the pawls may be forced outward sufficiently to disengage them from the teeth and the bar allowed to drop the desired distance.

All of the above-enumerated parts are preferably formed of metal.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

In a lifting-jack, the combination, with the frame, consisting of sleeve  $a$ , standards  $b$ , and base  $d$ , of the vertical elevating toothed or notched bar F, adapted to be supported at different heights within said sleeve, pawls  $i$ , pivotally supported, as described, in said frame, said elevating bar having stop lugs  $f$ , and the pivoted lever  $m$ , having head  $l$ , provided with shoulder  $p$ , substantially as and for the purpose specified.

ELI FOUST.

In presence of—

ALEX. H. JOHNSON,  
C. C. SHEPHERD.