No. 648,507.

Patented May 1, 1900.

O. H. LUND.

WAGON JACK.

(No Model.)

(Application filed June 16, 1899.)

Fig. 1.

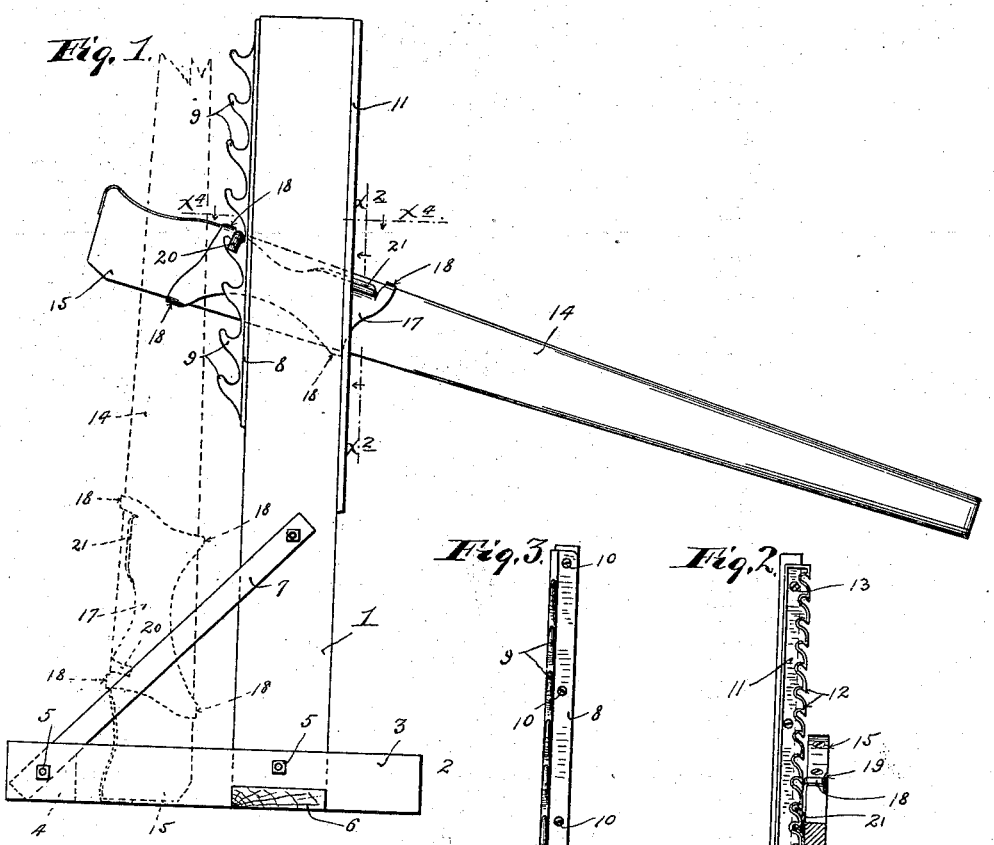


Fig. 3.

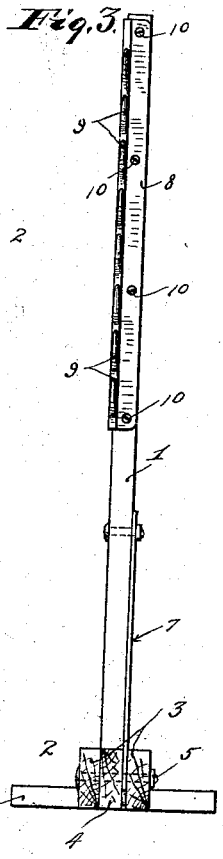


Fig. 2.

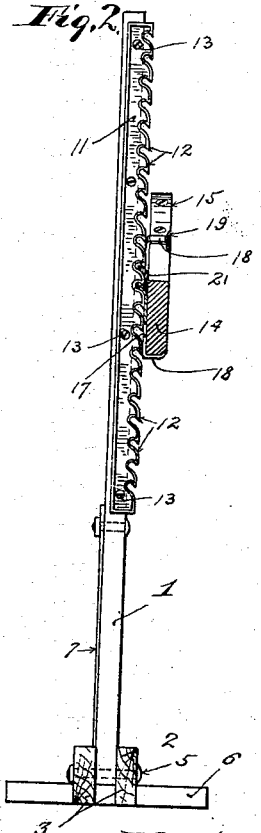
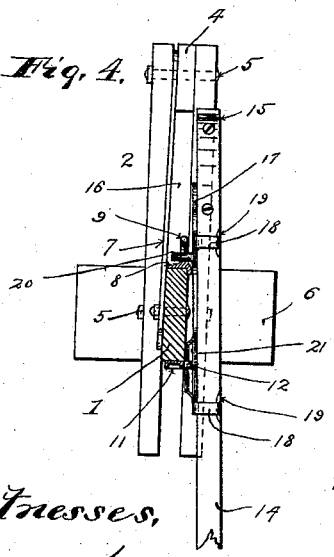


Fig. 4.



Witnesses,
Harry Kilgore,
F. D. Merchant.

Inventor:
Olof H. Lund.
By His Attorney,
Jas. F. Williamson.

UNITED STATES PATENT OFFICE.

OLAF H. LUND, OF KENYON, MINNESOTA.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 648,507, dated May 1, 1900.

Application filed June 16, 1899. Serial No. 720,759. (No model.)

To all whom it may concern:

Be it known that I, OLAF H. LUND, a citizen of the United States, residing at Kenyon, in the county of Goodhue and State of Minnesota, have invented certain new and useful Improvements in Wagon-Jacks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its object to provide an improved wagon-jack; and to this end it consists of the novel devices and combinations of devices hereinafter described, and defined in the claim.

The invention in its preferred form is illustrated in the accompanying drawings, wherein like characters indicate like parts throughout the several views.

Figure 1 is a right-side elevation of the wagon-jack, the lifting-lever being shown in its operative position by full lines and in an inoperative position by dotted lines. Fig. 2 is a transverse vertical section taken on the line x^2 x^2 of Fig. 1. Fig. 3 is a front elevation of the standard of the jack, the lever being removed therefrom; and Fig. 4 is a horizontal section taken on the line x^4 x^4 of Fig. 1, some parts being broken away.

The standard is made up of a strong upright or vertical column 1 and a base 2. The base 2 in this preferred construction is made up of a pair of horizontal and parallel bars 3, which are spaced apart by the lower end of the vertical standard 1 and by a spacing-block 4, both of which parts they are caused to clamp by means of nutted bolts 5. A transversely-extended strip 6 is countersunk into the bottom edges of the strips 3 and rigidly secured thereto, so as to give the standard lateral stability. As shown, a strap or brace 7 is extended between the longer ends of the base-strips 3 and the upright 1.

A fulcrum rack or bar 8, having upturned and hook-like fulcrum teeth or fingers 9, is rigidly secured to the forward edge of the upright 1 by means of screws 10 or otherwise. To the rear edge of the upright 1 a lock rack or bar 11, having downturned locking-teeth 12, is rigidly secured by means of screws 13 or otherwise. The teeth 9 of the fulcrum-bar 8 project forward, while the teeth 12 of the lock-rack 11 project laterally or from one side of the upright 1.

A lifting-lever 14 is provided for coöperation with the standard 1 2. The lifting end 15 of this lever 14 is of such width that it is adapted to snugly fit into the seat or opening 16, formed in the base 2 between the upright 1, block 4, and parallel strips 3. This position of the lever is indicated by dotted lines in Fig. 1, and the lever may be thus held in an inoperative position when out of use, so that the device may be placed within small compass and the lifting-lever may not readily be misplaced or accidentally separated from the base 2.

Some little distance inward from its extreme end 15 the lever 14 is provided with a plate 17, which is secured thereto by four clenching prongs or fingers 18. This plate 17 may be either a malleable casting or of wrought-iron or steel, and the so-called "clenching-fingers" 18 are bent around the edges of the lever 14, so as to securely hold the said plate 17 to the said lever. Preferably the lever 14 is provided with notches 19, in which the clenching-fingers 18 are bent and seated, so that the plate 17 is more securely held against sliding movements on the said lever. At its forward and upper portion the plate 17 is provided with a downturned fulcrum-hook 20, and at its rear and upper edge it is further provided with a locking-flange 21, which parts 20 and 21 are adapted, respectively, for engagement with the so-called "fulcrum teeth or fingers" 9 and locking-teeth 12.

In the use of the device the lifting-lever 14 is placed at the proper height and its fulcrum-hook 20 is engaged over the proper one of the series of fulcrum teeth or fingers 9, the lifting end 15 is placed under the axle at the proper point and the wheel of the vehicle is raised with a leverage action to the proper height, and then the lifting-lever is locked by engaging the locking-flange 21 with the proper member of the locking-teeth 12 of the bar or rack 11.

The lifting-jack above described is very easily manipulated, it is strong, and is of small cost. The so-called "fulcrum-hook" 20 and locking-flange 21 being formed integral with a common plate or casting cannot

get out of adjustment, and they are, of course, essentially set in their proper adjustment by the act of securing the said plate or casting to the lifting-lever.

What I claim, and desire to secure by Letters Patent of the United States, is as follows:

In a lifting-jack, the combination with a vertical standard or support provided with the series of upturned fulcrum teeth or fingers, and the series of downturned locking-teeth, of the lifting-lever 14 provided with the plate 17 secured thereto by the clenching fingers or prongs 18, and having formed integral therewith the fulcrum-hook 20 and the locking-flange 21, the said parts operating substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

OLAF H. LUND.

Witnesses:
J. C. E. HOHNEN,
H. G. SORENSEN.