

(No Model.)

L. B. GIFFORD.
ADJUSTABLE VEHICLE JACK.

No. 378,001.

Patented Feb. 14, 1888.

Fig. 2.

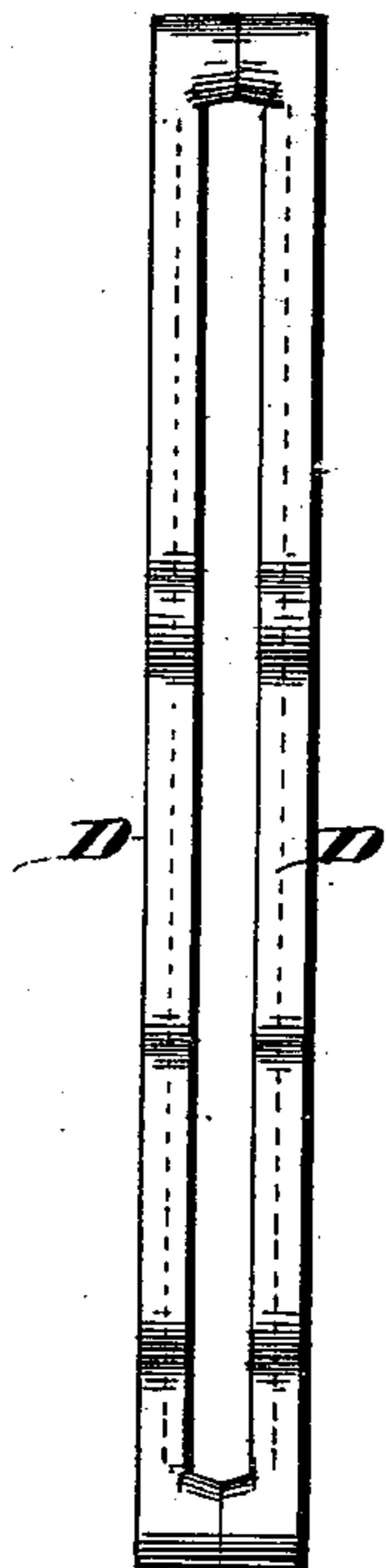


Fig. 1.

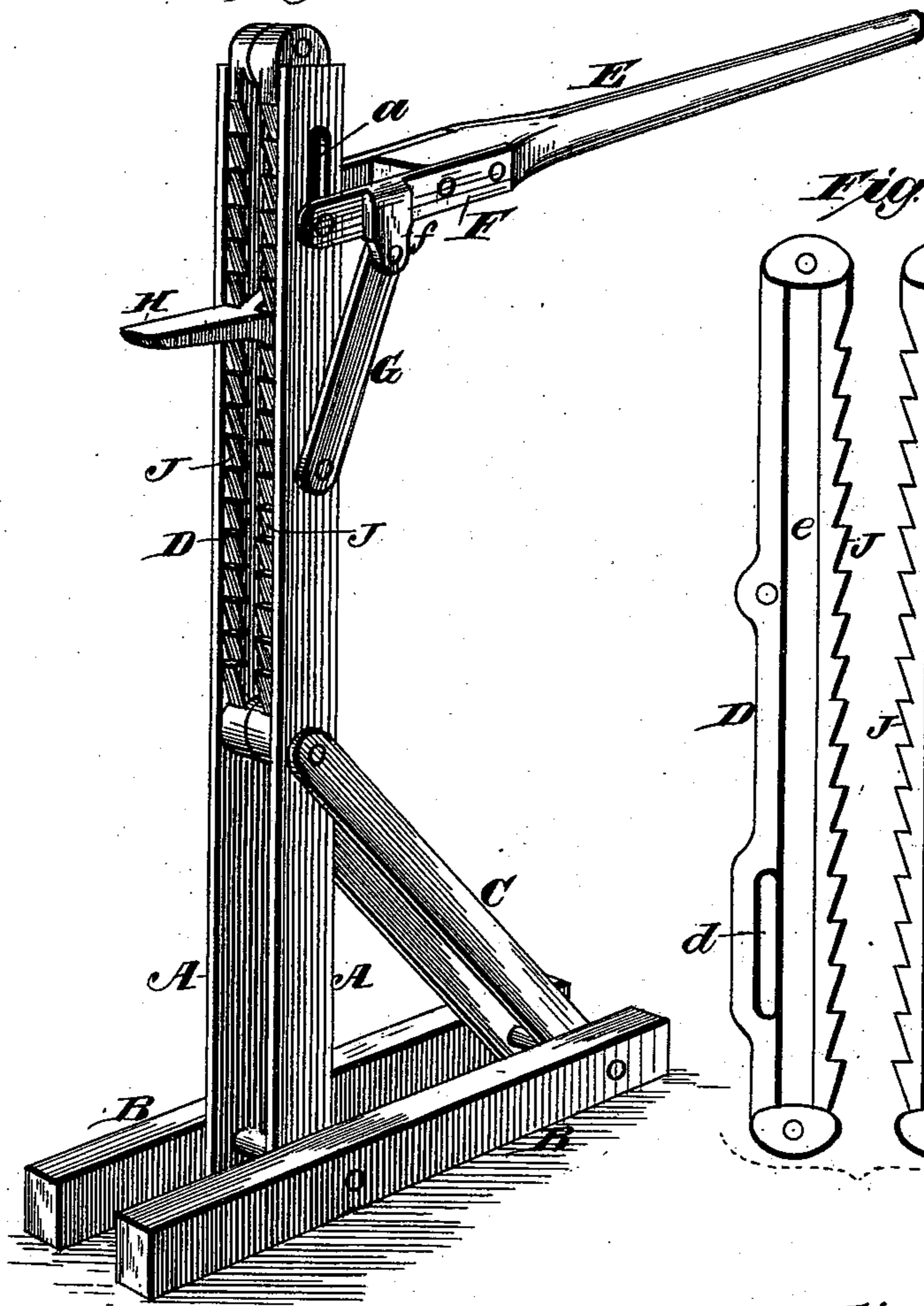


Fig. 3.

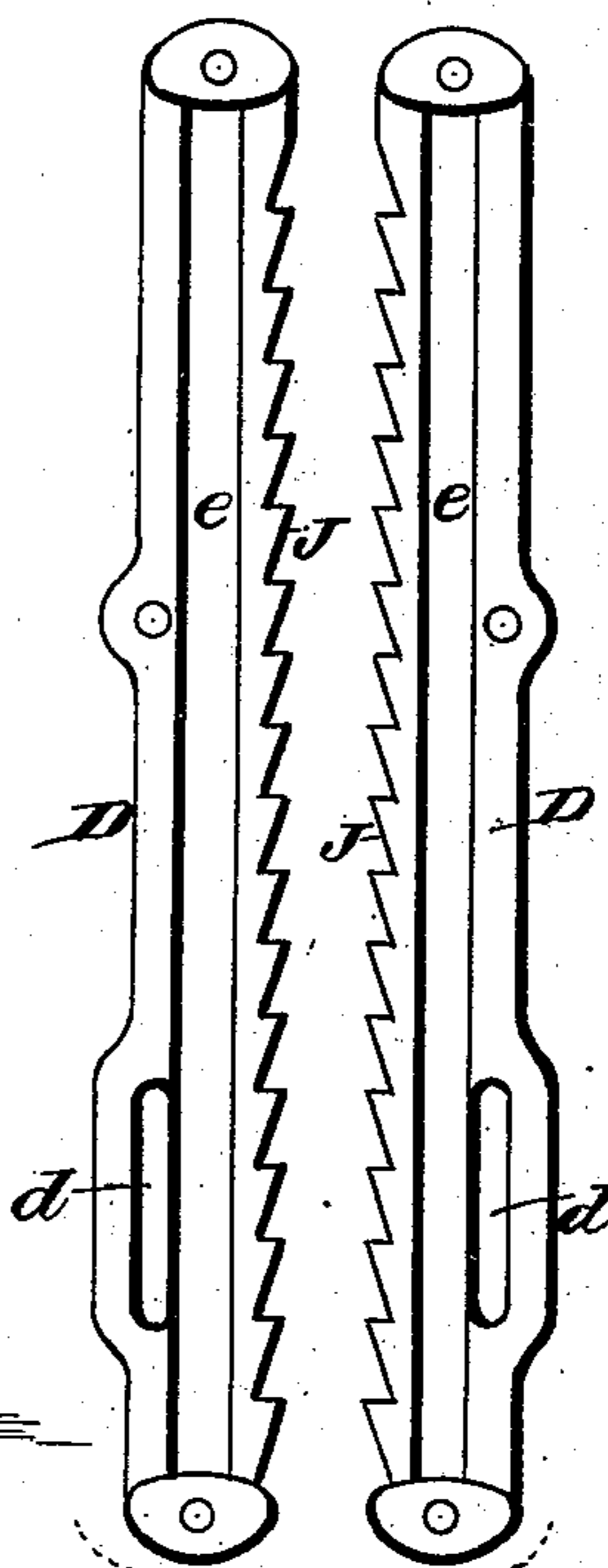


Fig. 4.

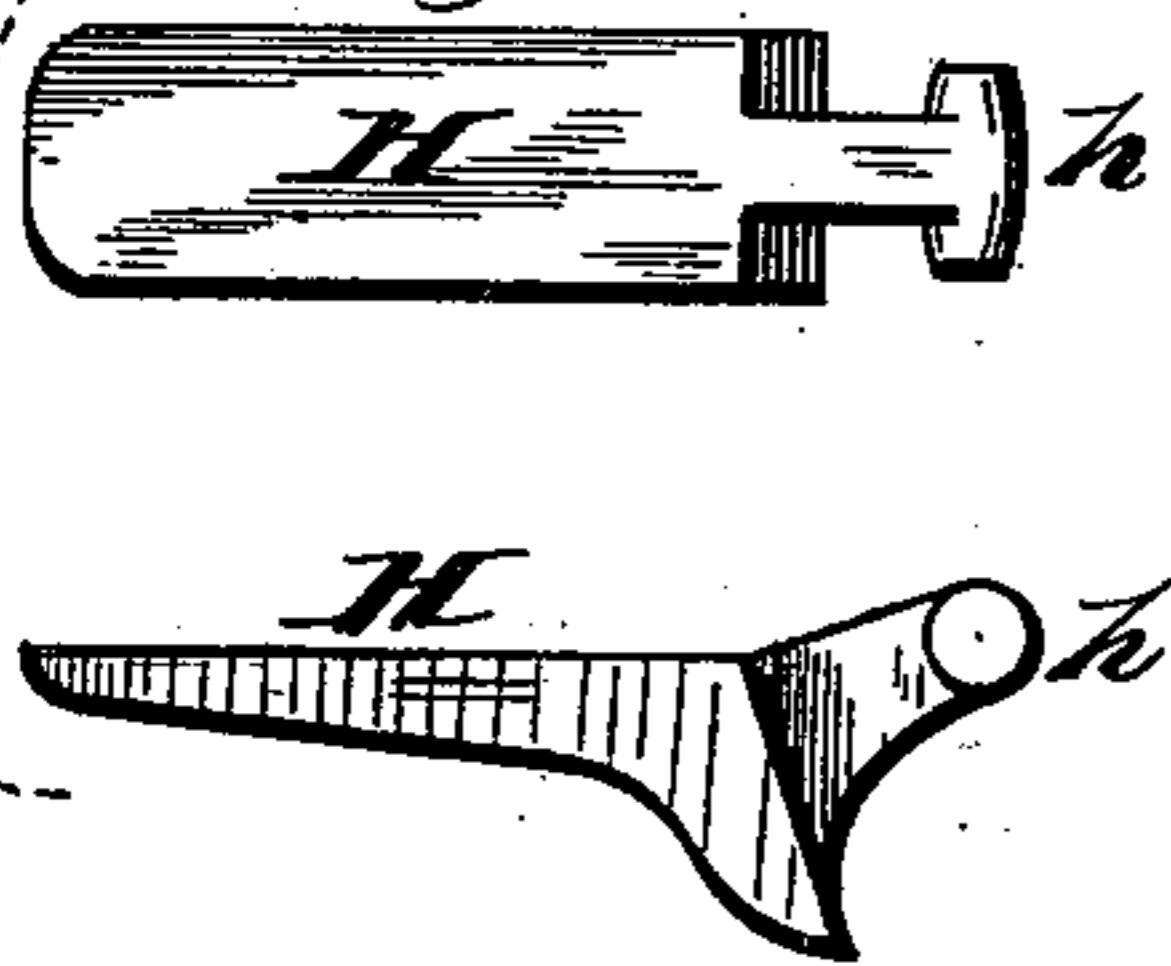


Fig. 5.

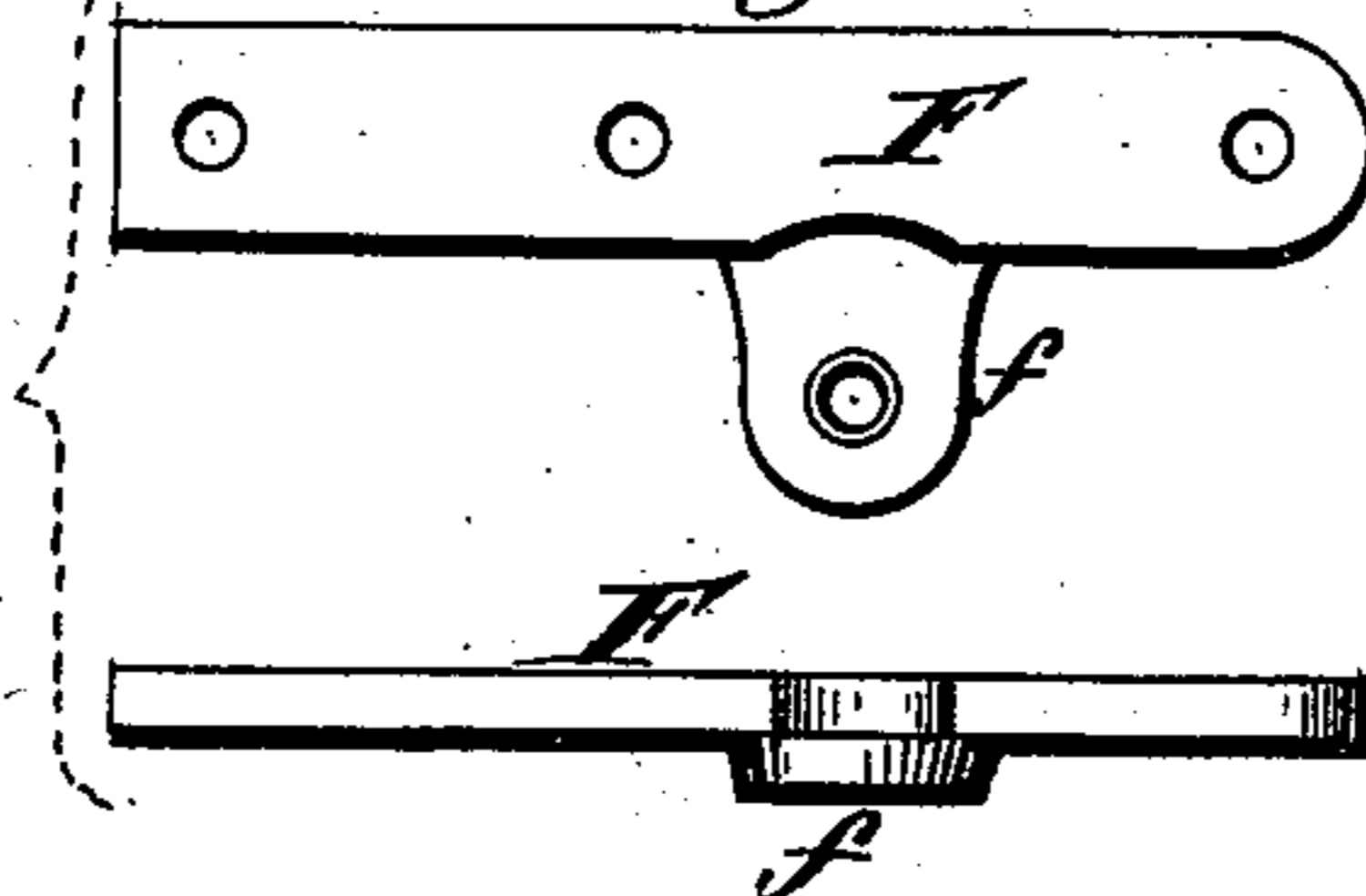
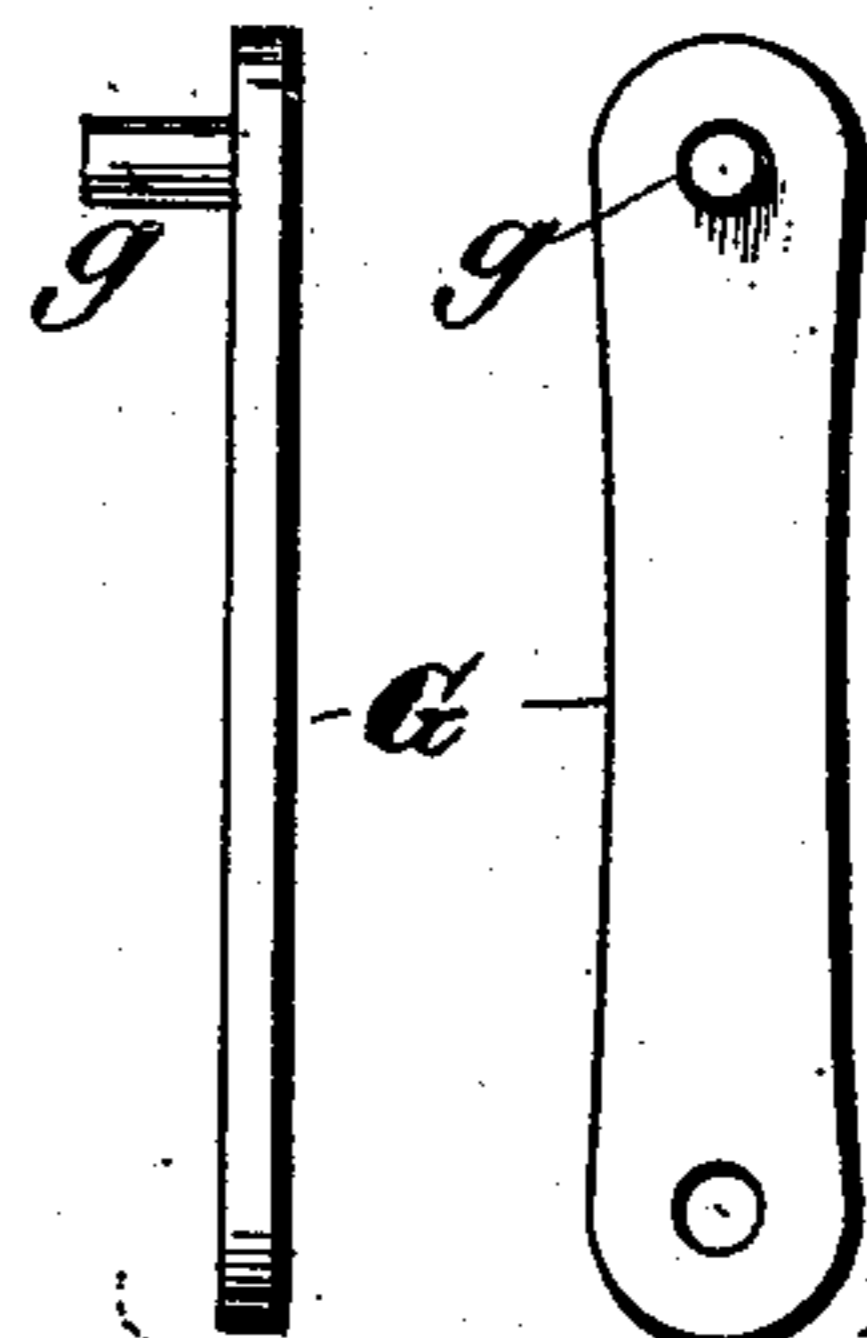


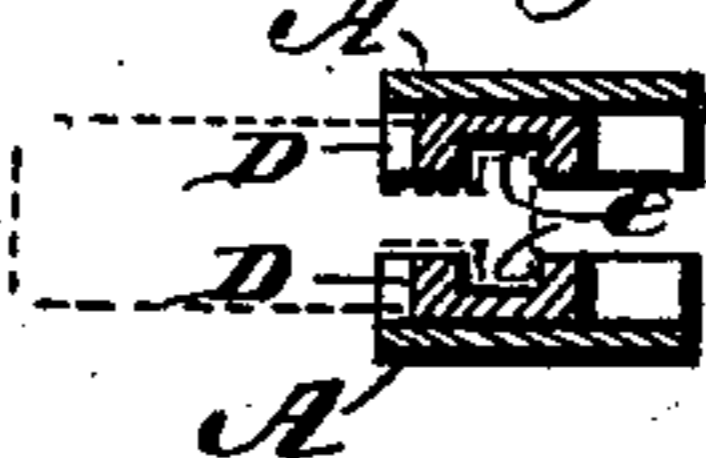
Fig. 6.



Witnesses.

Phet Everett,
Geo. W. Rea.

Fig. 7.



Inventor.

Lord B. Gifford.
By James L. Norris.

Atty.

UNITED STATES PATENT OFFICE.

LORD B. GIFFORD, OF TOLEDO, OHIO.

ADJUSTABLE VEHICLE-JACK.

SPECIFICATION forming part of Letters Patent No. 378,001, dated February 14, 1888.

Application filed August 24, 1887. Serial No. 247,782. (No model.)

To all whom it may concern:

Be it known that I, LORD BYRON GIFFORD, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented new and useful Improvements in Adjustable Vehicle-Jacks, of which the following is a specification.

My invention relates to improvements in lifting-jacks for wagons, carriages, and other vehicles; and the objects of my improvements are to construct a light, simple, cheap, and durable jack, and one also that may be easily and quickly adjusted to any desired height. I design to construct the jack wholly of iron, or part of iron and part of wood. I accomplish these objects in the manner hereinafter described, and shown in the drawings hereto annexed, in which—

Figure 1 is a perspective view of the jack complete; Figs. 2, 3, 4, 5, and 6 are enlarged detail views of the various parts; and Fig. 7 is a transverse section, taken about midway of Fig. 1, showing the tracks, in which like letters of reference refer to like parts throughout the several views.

A A are two side bars, which, together with the two base-pieces B B and the two braces C C, form the frame-work of the jack, which parts are secured together by bolts. D D are two right and left ratchet-bars, each of which is provided with an internal track, *e e*, and a slot, *d d*, such bars having the usual beveled teeth, J, to form the ratchets. These bars are secured together and also between the side bars, A A, so as to receive a sliding motion by the pivots or bolts in the slots *a a* and *d d*.

E is a lever, to which is secured two angular fulcrum-plates, F F, provided with branches *ff*, said fulcrum-plates being pivoted to the ratchet-bars D D through the slots *a a*, and the branches *ff* pivoted to two connecting-arms, G G, the lower ends of which are provided at their lower ends with lateral pivot-pins *g*, Fig. 6, which have a bearing in the frame A A and project into the slots *d d*, Fig. 3, of the ratchet-bars D D, thereby holding the lower ends of the bars in proper position between the frames A A, while permitting the bars to be raised and lowered. Thus by forcing the lever E down the ratchet-bars D D are raised, and by raising the lever E the ratchet-bar is lowered. H is an adjustable support

that may be placed at any point on the ratchet-bars D D, thus being easily adjusted in height to the object to be lifted. The support H, Fig. 4, is provided with a T-head, *h*, which passes along in the internal tracks, *e e*, of the ratchet-bars D D.

The size and strength of the various parts I design to vary according to the work to which they are to be applied. When the lever E is forced down until the three pivots on each side come in line, the weight lifted remains supported until the pivots on the branches *ff* and the arms G G are forced out of line with the pivot above and below it.

Having described my invention and the manner of its operation, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the frames A, the two vertical ratchet-bars D, arranged side by side between the frames and each having an internal vertical trackway, *e*, a support, H, extending between the ratchet-bars and having a T-head, *h*, engaging the internal tracks of said bars, and a lever for raising the latter, substantially as described.

2. The combination of the frames A, the two vertical ratchet-bars D, arranged side by side between the frames and each provided with an internal vertical track, *e*, and a slot, *d*, near its lower end, a support, H, extending between the ratchet-bars and having a T-head, *h*, engaging the said internal tracks, the fulcrum-arms G, having pivot-pins *g* at the lower end passing through the frames and engaging the said slots of the ratchet-bars, and a lever, E, connected with the upper portions of the ratchet-bars and having a pivotal connection with the upper ends of the fulcrum-arms, substantially as described.

3. In a lifting-jack for vehicles, the combination of the side bars, A A, base-pieces B B, braces C C, ratchet-bars D D, support H, connecting-arms G G, fulcrum-plates F F, having branches *ff*, and lever E, arranged and operated as described and specified.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

LORD B. GIFFORD.

Witnesses:

JOHN T. GREER,
JOSEPH N. CLOUSE.