

J. R. LOCKERD.

VEHICLE LIFT.

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964,113.

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Fig. 1.

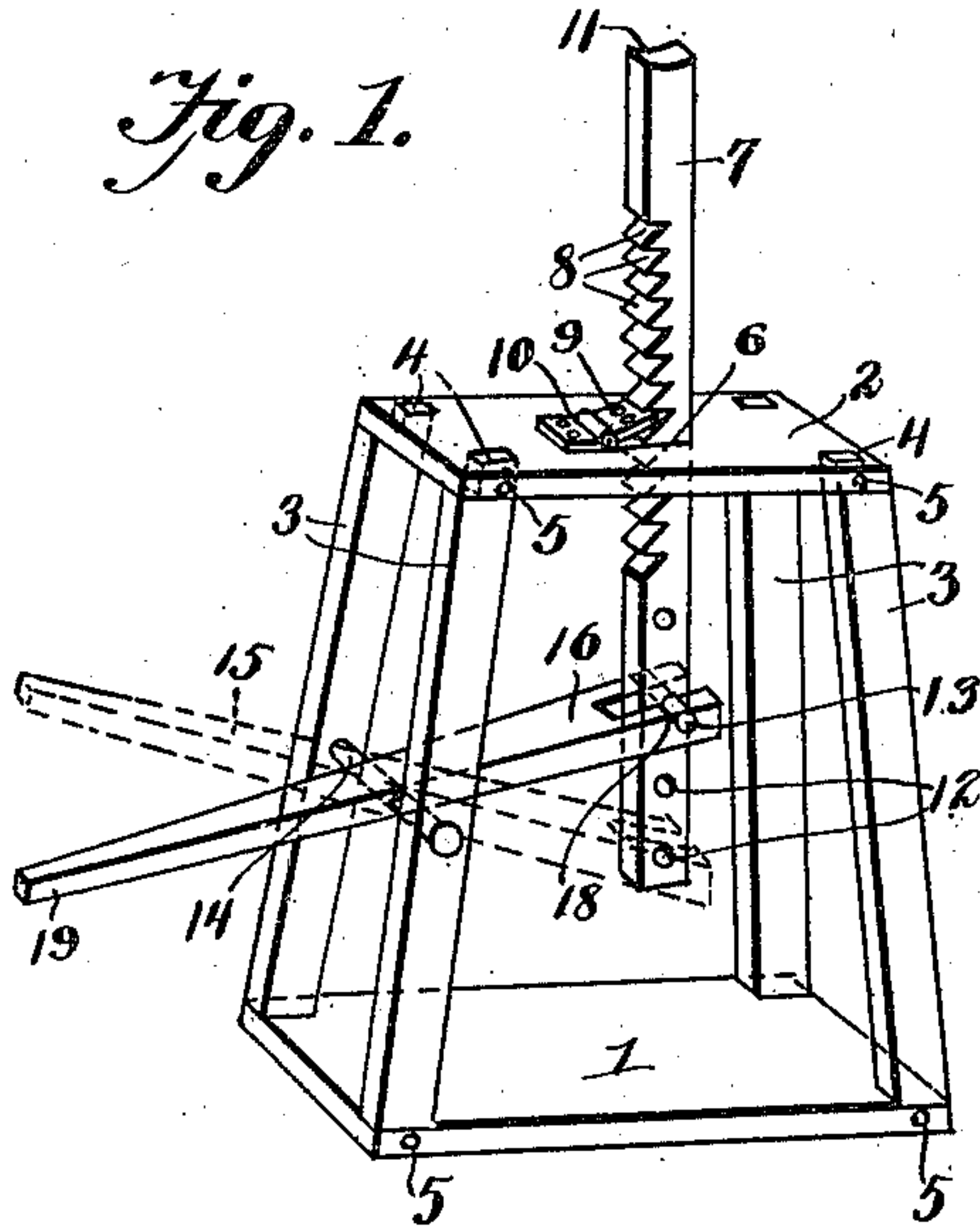


Fig. 2.

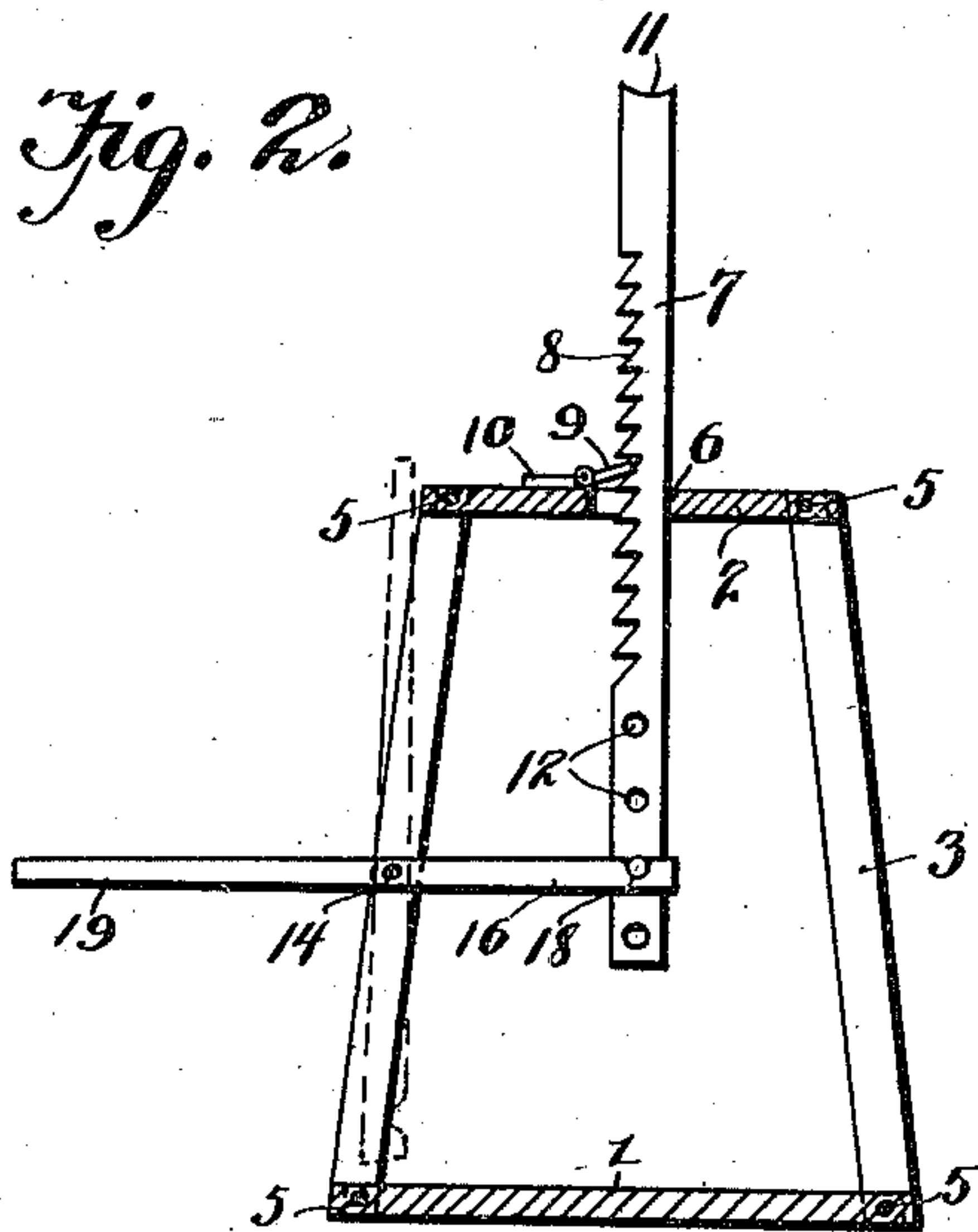


Fig. 3.

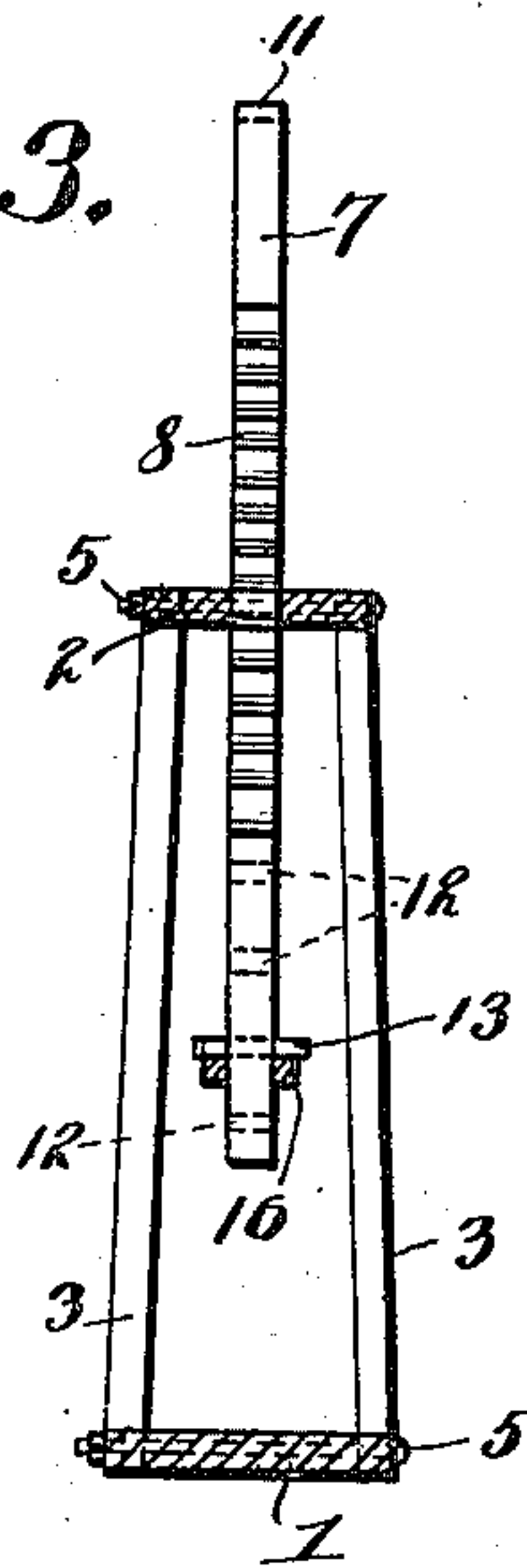
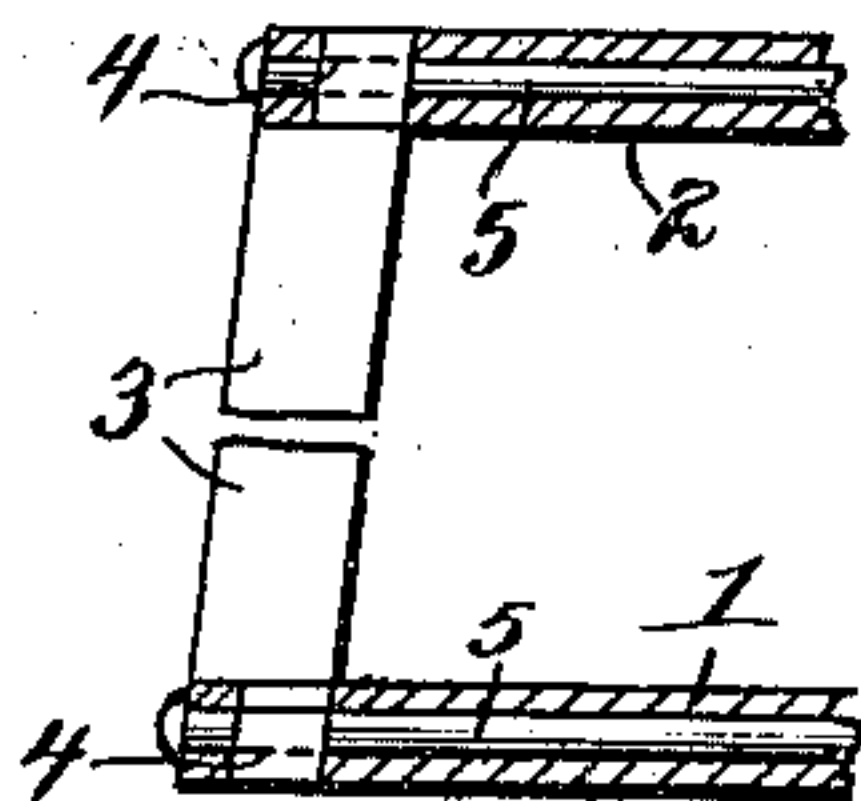


Fig. 4.



Witnesses

William C. Linton,
H. J. Austin

Inventor

James R. Lockerd.

By

Joshua R. H. Potts

Attorney

UNITED STATES PATENT OFFICE.

JAMES R. LOCKERD, OF MARLIN, TEXAS.

VEHICLE-LIFT.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JAMES R. LOCKERD, a citizen of the United States, residing at Marlin, county of Falls, and State of Texas, have invented certain new and useful Improvements in Vehicle-Lifts, of which the following is a specification.

My invention relates to vehicle lifts or jacks, and the object of my invention is to provide a device of the class mentioned which shall be extremely simple of construction, easily and cheaply manufactured and one which shall be strong and durable.

A further object of my invention is to provide a device as mentioned which shall be perfectly stable when in use, that is, which will not readily turn when the vehicle is lifted thereon as is a common fault with most of the jacks now on the market.

A further object of my invention is to provide a jack as mentioned which shall be easy to operate, which shall occupy but little space when not in use and in which the operating lever will normally drop into position beside the frame at such times.

Other objects will appear hereinafter.

With these objects in view my invention consists generally in a lift or jack comprising parallel bottom and top boards of preferably rectangular shape, the bottom being the larger, and said boards being connected at their corners by four legs. The top board is provided with a central aperture through which extends the main bar or lifting post. The post is provided upon one edge with a plurality of notches which are engaged by a hinged member secured to the upper face of the top board, and the upper end of the post is provided with a notch to receive the axle or other part of the vehicle. A bolt extends through one pair of the legs and upon this is pivotally mounted an operating lever, the inner end of which is bifurcated to receive the post. The post is provided nearer its lower end with a plurality of transverse perforations to receive a pin which extends loosely through the same in order to be readily moved from one to the other, and the upper face of the forked or bifurcated end of the lever is notched to receive the pin. By this construction the lever will readily drop to vertical or folded position, the inner or bifurcated end being made heavier than the handle portion.

My invention further consists of various details of construction and arrangements of

parts all as will be fully described hereinafter and particularly pointed out in the claim.

My invention will be more readily understood by reference to the accompanying drawing forming a part of this specification and in which—

Figure 1 is a perspective view of a vehicle lift or jack embodying my invention in its preferred form, Fig. 2 is a vertical longitudinal section of the same, Fig. 3 is a central vertical transverse section of the same, and Fig. 4 is a detail view illustrating the manner of securing the legs to the top and bottom members.

Referring now to the drawings 1 indicates the base or bottom member and 2 the top member. These preferably comprise rectangular boards arranged parallel in horizontal position and the bottom member is formed somewhat larger than the top to give greater stability to the device and at the same time permitting the upper end to be readily placed in any desired position on the axle of the vehicle.

The members 1 and 2 are connected and rigidly secured together by four legs 3, which are mortised into the members 1 and 2 adjacent their corners as indicated at 4. Bolts 5 extend transversely through the members 1 and 2 and the mortises 4 securely binding the parts together into a rigid structure.

The top member or plate 2 is provided with a central rectangular aperture 6 and extending through said aperture is a lifting bar or post 7 which is rectangular in cross section and provided upon one edge with a plurality of notches 8. Secured to the top of the member or plate 2 is a hinged member 9 which is adapted to engage the notches 8 and hold the post 7 in elevated position. The member 9 is preferably one leaf of an ordinary stock hinge 10 as I find a hinge of this character to be efficient and an economical form of latch or dog.

The upper end of the post 7 is formed concave or notched as at 11 to more readily engage and hold the axle or other part of the vehicle and adjacent its lower end it is provided with a plurality of apertures 12 extending transversely therethrough to receive a pin 13. The pin 13 engages the apertures 12 loosely in order that it may be readily removed from one and placed in another.

Extending transversely through one pair

of the legs 3 is a bolt 14 upon which is pivotally mounted an operating lever 15. The operating lever is preferably formed of wood and is tapered from end to end, the outer or handle end being the smallest in order that the inner end will drop by gravity when the device is not in use to fold the lever out of the way and close against the frame. The inner or enlarged end 16 of the lever is bifurcated as at 17 to receive the post 7 and its upper face is notched as at 18 to receive the pin 13.

In using the device the pin 13 is placed in the uppermost aperture 12 and the handle 19 of the lever 15 drawn down until the notched and bifurcated end of the lever engages said pin after which the post may be readily raised a short distance. The lever is then moved downwardly at its inner end and a pin inserted in the next aperture and the lever again operated in like manner, the member 9 holding the post in position while the pin is being changed. By this construction the lever may be in substantially horizontal position while raising the post and the vehicle in which position it is more readily operated, and the apertures 12 are so positioned that the upper aperture will be but a slight distance below the level of the fulcrum bolt 14 when the lower end of the post rests on the member 1.

The device is of extremely simple construction and may be readily manufactured and placed on the market at a low cost with profit. It is easy to operate and will not readily get out of order, and when not in use the operating lever will drop or fold close against the frame where it is out of the

way and in which position the device will occupy but little room. For this reason the power or handle arm of the lever is but slightly longer than the distance from the bolt 14 to the top plate 2.

Having described my invention what I claim as new and desire to secure by Letters Patent is:

A vehicle lift comprising horizontal top and bottom plates, rectangular in form and a plurality of legs rigidly connecting the same at the corners, said top plate being smaller than the bottom plate and provided with a substantially central perforation or aperture, in combination with a post extending through said aperture and provided upon one edge with a plurality of notches, a hinged member on said top plate adapted to engage said notches, an operating lever pivotally mounted between one pair of said legs, said lever being tapered with the inner end being the larger to give greater weight to said end, and said inner end being bifurcated to receive said post, said post being provided with a plurality of transverse perforations adjacent its lower end, and a pin loosely mounted in one of said perforations and adapted to be changed from one to the other, and the bifurcated end of said lever being notched on its upper face to engage said pin, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES R. LOCKERD.

Witnesses:

L. L. ADAMS,
D. A. SMITH.