(No Model.)

J. T. GILBERT.

WAGON JACK.

No. 267,339. Patented Nov. 14, 1882.

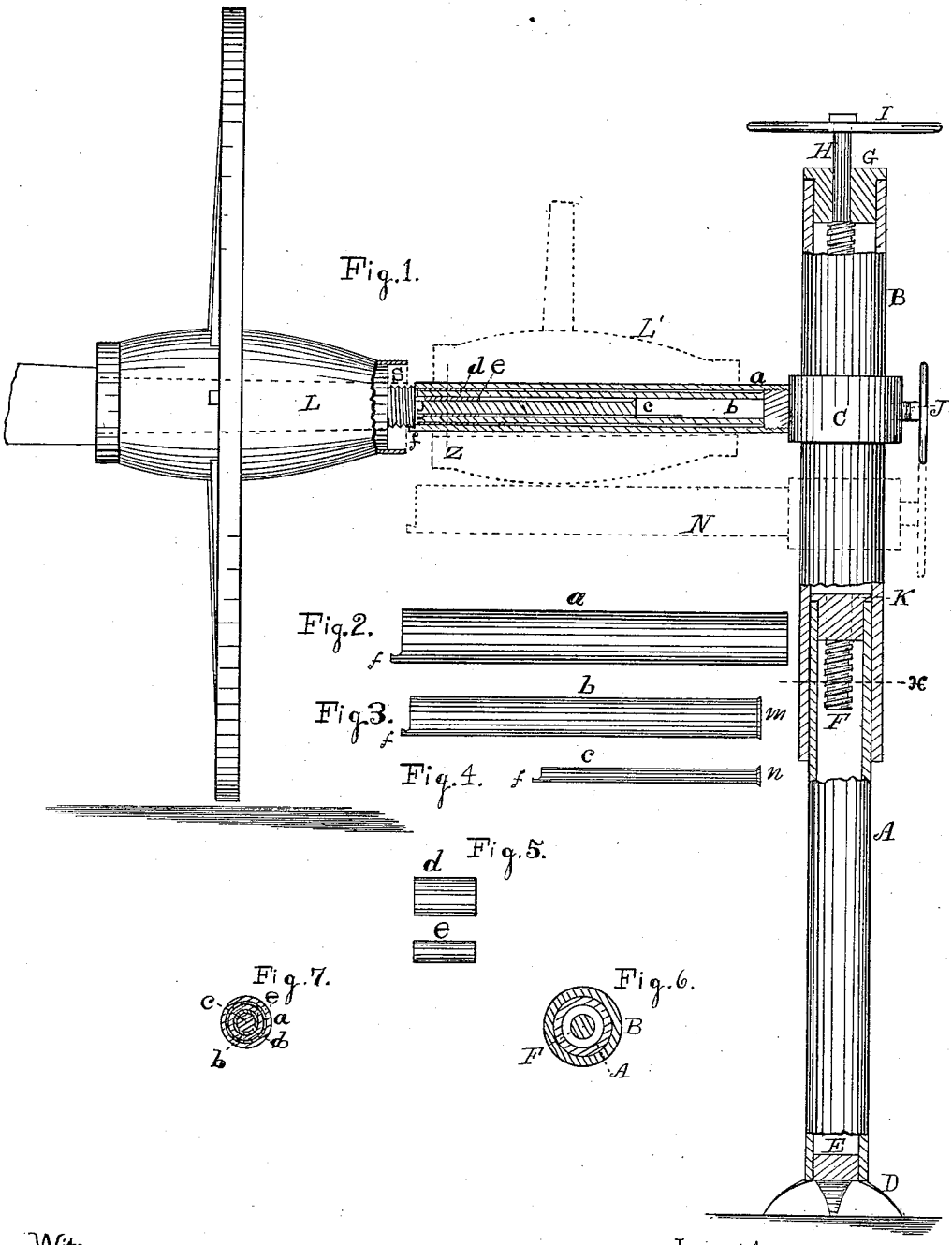

Fig. 1.

Fig. 2.

Fig. 3.

Fig. 4.

Fig. 5.

Fig. 7.

Fig. 6.

Witnesses.

W. A. Lamb

C. M. Schmitz.

Inventor

John T. Gilbert.

By G. L. Chapin. Atty.

UNITED STATES PATENT OFFICE.

JOHN T. GILBERT, OF MENDOTA, ILLINOIS.

WAGON-JACK.

SPECIFICATION forming part of Letters Patent No. 267,339, dated November 14, 1882.

Application filed September 18, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. GILBERT, of Mendota, in the county of La Salle and State of Illinois, have invented a new and useful Improvement in Wagon-Jacks, of which the following is a specification, reference being had to the accompanying drawings, illustrating my invention, in which—

Figure 1 is a longitudinal sectional elevation of my improved wagon-jack in position as when supporting an axle-tree by the end of its arm, so as to bring the wheel above the ground; Fig. 2, an elevation of the largest lifting-arm removed from its collar; Fig. 3, an elevation of the middle-sized arm removed from the inside of the largest arm; Fig. 4, an elevation of the smallest arm removed from the inside of the middle-sized arm. Fig. 5 represents in elevation the two sleeves which separate the arms from each other; Fig. 6, a section of Fig. 1 on line *x;* Fig. 7, a section of Fig. 1 on line *z*.

I claim to have discovered mechanism for elevating axle-trees by applying the power to the end of the axle-tree arm and transferring the wheel from its arm onto the elevating-arm for the convenience of oiling the axle-arm, thereby providing a wheel-support which avoids the usual necessity of lifting the wheel. This principle may be put in practice by various mechanism; but the means I find most convenient will be found in the following description.

A represents a pipe-stand provided with a pronged foot, D, to hold the jack in position. Over the pipe A is telescoped a pipe, B, the pipes for all ordinary purposes being eighteen and one-half inches long each. The top end of the pipe A is plugged by the nut K to the power-screw F, and the top end of the pipe B is firmly plugged, as shown at G, to support the shank H of the screw F, and to sustain the weight to be lifted. From this it will be seen that by turning the power-screw F the pipe B will be raised or lowered, as the case may be. A sleeve, C, is placed around the pipe B and held in any desired place on it by a set-screw, J, the dotted lines N showing a lower position or adjustment. The largest lifting-arm, *a*, is, by a screw-thread or otherwise, rigidly fastened to the sleeve C, as shown at Fig. 1; and on the inside of the arm *a* is placed a sleeve, *d*, and inside of this sleeve is placed the middle-sized arm *b*, and inside of it is placed a sleeve, *e*, and inside of the sleeve *e* is placed the smallest arm, *c*. These arms *b c* may be drawn out and separately used, so that the main arm *a* and smaller arms inside thereof are suitable for lifting the arms of farm-wagons, express-wagons, and buggies.

Each of the arms is provided with a projection, *f*, on its outer end, of a form to engage the lower side of the end of the axle-tree arm S, whether it be a screw end or a bolt-head end, as with thimble-boxes. Should the screw-threads be of quite soft iron, the top sides of the lifters *f* may be covered with solder or some softer metal than iron or steel. The sleeves *d e* not only serve to fill the pipes *a b* so that the second and third sized arms will be held from having too much play, but to form shoulders for the enlarged ends *m n* of the arms *b c* to bear against, so as not to become detached.

The wheel is shown at L and the screw on the end of the axle-tree arm at S. The dotted lines L′ show the position the hub of the wheel will occupy when removed from the axle-tree arm. Of course the jack would be operative for many wheels were the arm *a* made solid to the pipe B; but in such case the screw F would have to be turned too far to facilitate oiling. As it is the set-screw J is loosened and the collar C set so as to bring the point *f* under the screw S, and then the screw is tightened, and the screw F turned simply to do the lifting. The telescoping of the two smaller arms, *b c*, into the main arm is to avoid the necessity of employing several jacks for several different-sized axle-tree arms, the two smaller arms performing no function when the arm *a* is employed.

In the simpler forms of jacks only a main stand, A, an elevating-standard, B, an arm, *a*, which may be rigidly attached to pipe A, and any desirable means for elevating the standard are required. The plugs K G E in practice, if

corrugated on their peripheries, may be secured in place by having the pipes shrunk on them.

I claim as new and desire to secure by Letters Patent—

1. The lifting-arm *a*, in combination with the elevating-pipe B and pipe or standard A, with the screw F, as and for the purpose specified.

2. The arm *a f*, combined with the arms *b f* *c f* and thimbles or sleeves *d e*, as and for the purpose specified.

3. The pipes A B, telescoped together, in combination with the stand D E, plugs K G, screw F, sleeve C, set-screw J, and arm *a*, substantially as and for the purpose set forth.

JOHN T. GILBERT.

Witnesses:
G. L. CHAPIN,
JOSEPH BARKER.