(No Model.)

F. M. HENSHAW.

JACK WRENCH FOR OILING VEHICLE WHEELS.

No. 422,779. Patented Mar. 4, 1890.

Fig. 1.

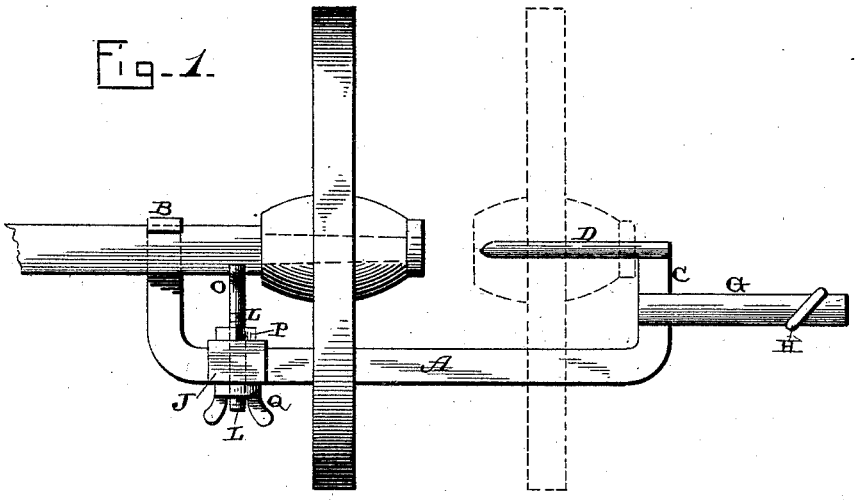
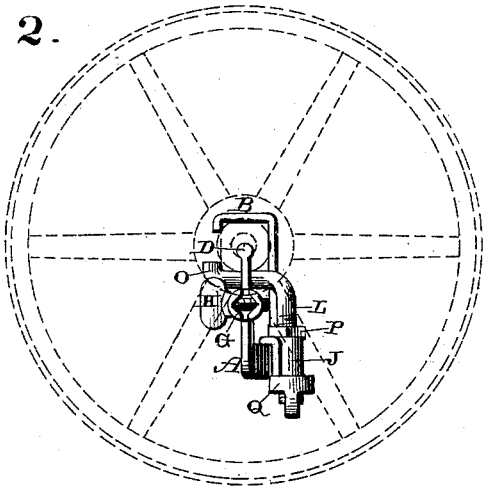


Fig. 2.



Witnesses:
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Inventor:
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per
F. A. Lehmann,
Atty.

UNITED STATES PATENT OFFICE.

FRED M. HENSHAW, OF DALLAS, TEXAS, ASSIGNOR OF THREE-FOURTHS TO C. P. WALKER, M. J. P. LACY, AND T. W. DAVIES, ALL OF SAME PLACE.

JACK-WRENCH FOR OILING VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 422,779, dated March 4, 1890.

Application filed August 27, 1889. Serial No. 322,127. (No model.)

To all whom it may concern:

Be it known that I, FRED M. HENSHAW, of Dallas, in the county of Dallas and State of Texas, have invented certain new and useful Improvements in Combined Jack and Wrench for Oiling Vehicle-Wheels; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in a combined jack and wrench for oiling vehicle-wheels; and it consists in the combination of the flat bar which has its inner end bent into a hook, so as to catch over the top of the axle, and which has secured to its outer end a rod, upon which the wheel is to be moved, and a handle which has a wrench formed in its outer end, with a slide which is adjustable back and forth upon the bar, a screw-rod which passes through the slide and has its upper end bent so as to catch underneath the axle, and a thumb-screw for tightening the slide in position, all of which will be more fully described hereinafter.

The object of my invention is to provide a combined wench and jack, by means of which the wheel can be moved from the spindle upon a rod connected with the jack, and thus support the end of the axle while the spindle is being cleaned and oiled.

Figure 1 is a side elevation of a combined jack and wrench which embodies my invention. Fig. 2 is an end view of the same.

A represents a flat bar of any suitable length, which has its inner end bent so as to form a hook B to catch over the top of the axle. The outer end C of the bar is turned upward, and secured to this end is a rod D of suitable length, upon which the wheel is moved outward as it is moved from the spindle. This rod extends in a line with the spindle and forms a support for the wheel when the wheel is moved outward, so as to leave the spindle free to be cleaned and oiled. This bar projects between two of the spokes of the wheel below the hub, and has the lever and wrench G secured to its outer end, as shown. This lever has its outer end recessed and split and is provided with a thumb-screw H, by means of which the split ends can be adjusted to nuts of different sizes. Before the bar is applied to the axle this combined lever and wrench is applied to the nut so as to remove it, and then the ends of the bars are reversed, and the lever then serves as a means of raising the end of the axle upward sufficiently far to allow the wheel to be slipped from the spindle upon the rod D. The wheel while resting upon the rod D supports the ends of the axle. Placed upon the flat bar A is a slide J, which can be freely adjusted back and forth, and through which passes the screw L, which has its upper end formed into a hook O, which catches against the under side of the axle any suitable distance beyond the hook B. This hook can be adjusted to any desired height by means of the nut P, and placed upon the lower end of the screw is the thumb-nut Q, by means of which the slide is locked in any desired position upon the bar. The hook B and the screw catching against the opposite sides of the axle enable the operator to raise and lower the axle by means of the bar and the lever secured to its outer end to any desired height above the ground, so as to move the wheel from off the spindle.

By means of a device constructed as here shown and described it is only necessary for the operator to pass the inner end of the bar, carrying the slide and screw with it, between two of the spokes of the wheel underneath the hub, and causing them to catch against the axle, as shown, when the wheel can be forced outward upon the rod, leaving the entire spindle to be cleaned and oiled.

Having thus described my invention, I claim—

The device consisting of the lever A, which extends through the wheel below the axle and has its upper end formed into a hook B, so as to catch over the top of the axle, and which is provided with the upturned end C,

the rod D, secured to the outer end of the lever A, the adjustable hook O, the slide J, placed upon the lever A and through which the hook passes, and the combined lever and wrench G, secured to the outer end of the lever A and extending beyond the upturned end C, substantially as shown.

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

FRED M. HENSHAW.

Witnesses:
H. E. BRADFORD, Jr.,
J. T. REYNOLDS.