

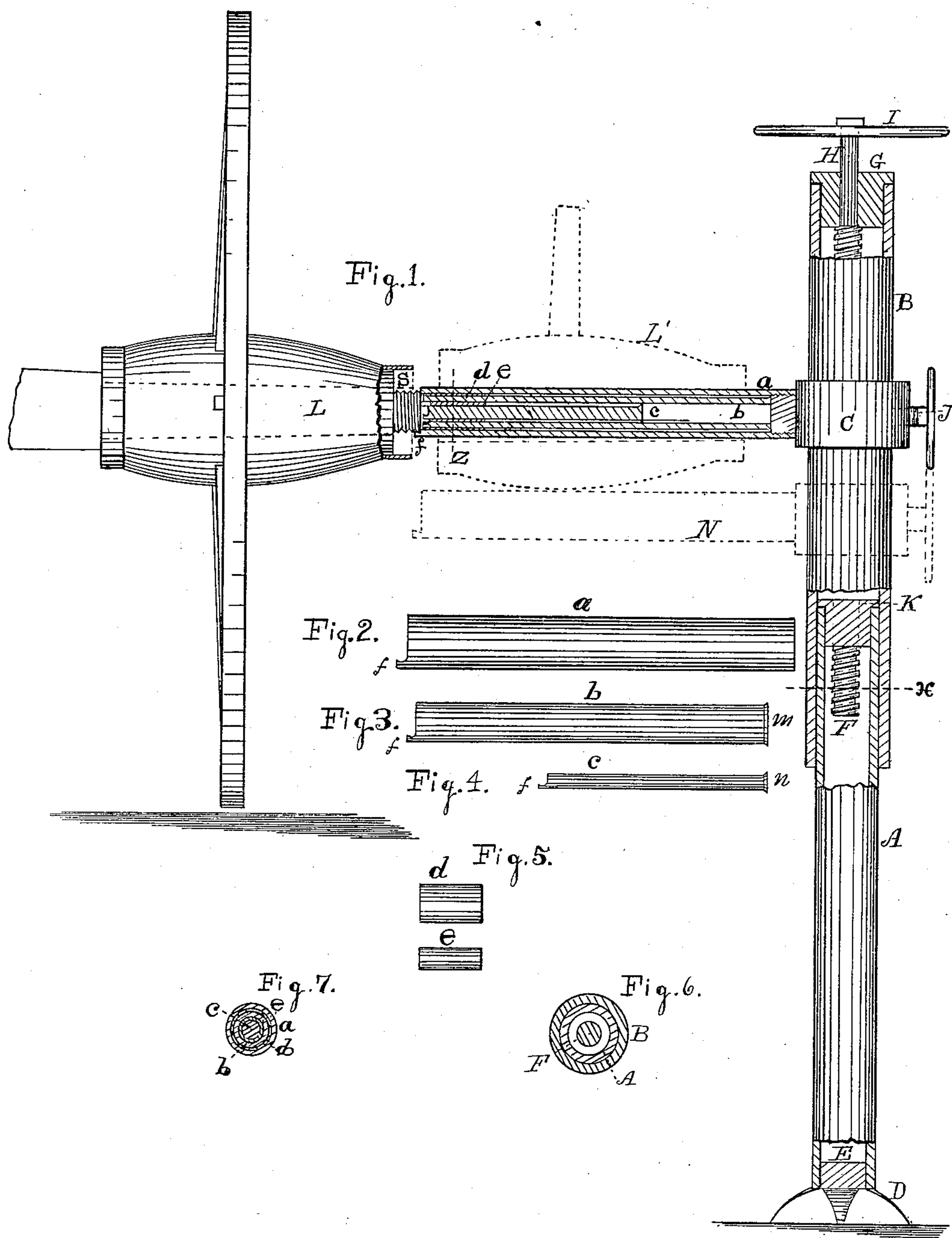
(No Model.)

J. T. GILBERT.

WAGON JACK.

No. 267,339.

Patented Nov. 14, 1882.



Witnesses.

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# 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* *e 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:

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