

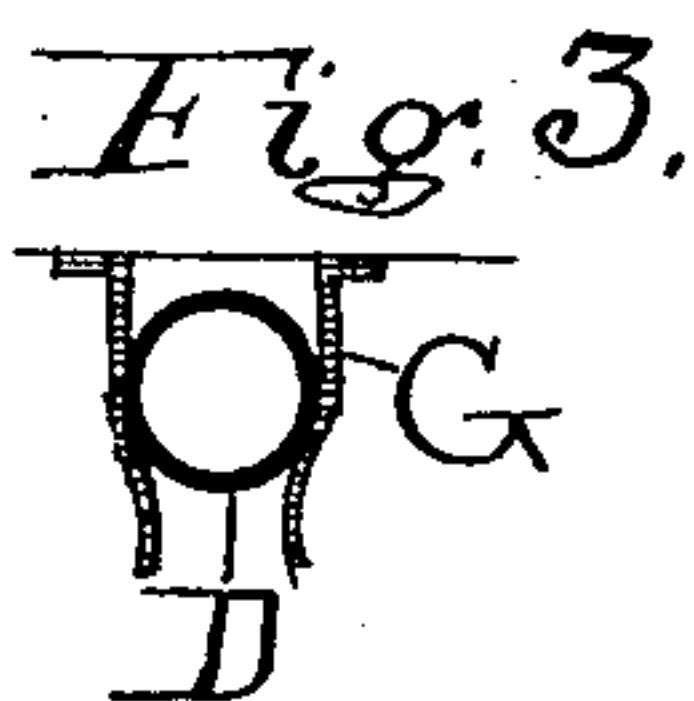
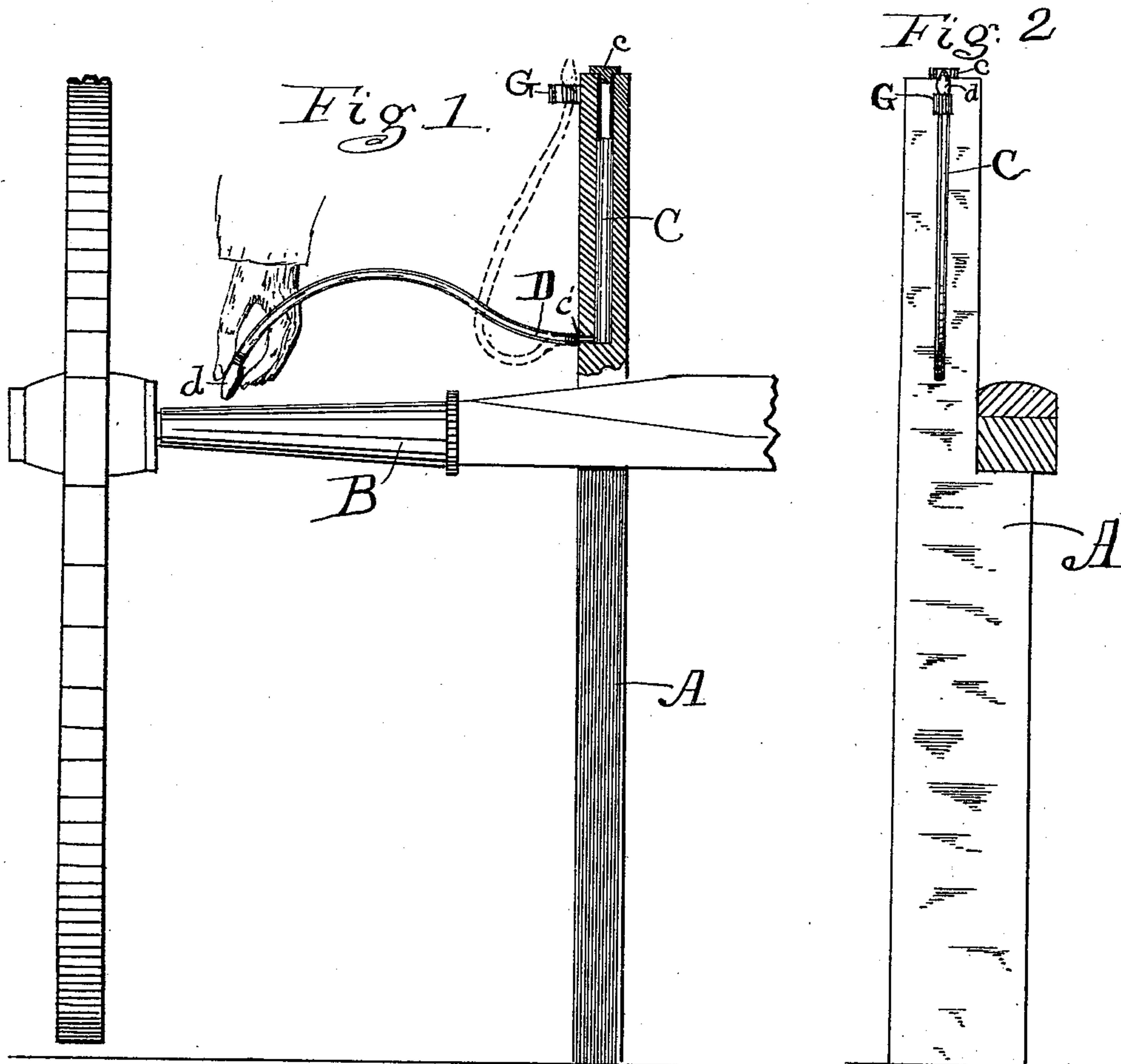
(No Model.)

B. F. LANCASTER.

OILING ATTACHMENT FOR CARRIAGE JACKS.

No. 377,262.

Patented Jan. 31, 1888.



Witnesses:  
M. Redman.  
M. A. Keymouth

Inventor:  
Bradford F. Lancaster  
by S. W. Bates.  
his Atty.

# UNITED STATES PATENT OFFICE.

BRADFORD F. LANCASTER, OF NORRIDGEWOCK, MAINE.

## OILING ATTACHMENT FOR CARRIAGE-JACKS.

SPECIFICATION forming part of Letters Patent No. 377,262, dated January 31, 1888.

Application filed April 26, 1887. Serial No. 236,206. (No model.)

*To all whom it may concern:*

Be it known that I, BRADFORD F. LANCASTER, a citizen of the United States, residing at Norridgewock, in the county of Somerset and State of Maine, have invented certain new and useful Improvements in Oiling Attachments for Carriage-Jacks; 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 appertains to make and use the same.

My invention relates to carriage-jacks, and it is designed to overcome the difficulties and annoyances incident to the use of the ordinary oil-can for oiling the axles of carriages.

My invention consists of a carriage-jack of any convenient construction, or any device for supporting the axle while it is being oiled, having attached thereto an oil-reservoir and a flexible tube leading from said reservoir, whereby the oil may be delivered at will from the end of said tube to any desired point on said axle.

I illustrate my invention in one of its most simple forms in the accompanying drawings, in which—

Figure 1 represents an elevation, partially in section. Fig. 2 represents a side elevation showing the flexible tube hung up. Fig. 3 is a top view of the holder.

A is a carriage jack or support such as is commonly used for oiling carriages, and B is the carriage-axle. In the top of jack A is inserted the oil-reservoir C, having a stopper, *c*, in its open top. A small tube, *c'*, leads from the bottom of the reservoir C, and on the end of this tube is fixed the flexible tube D with a nozzle, *d*. The holder G is placed at the top of the jack A, and consists of two springs between which the tube is inserted and by which it is clasped and held.

The operation of my device is obvious from its construction. When the wheel is removed, the end of the flexible tube is taken from the holder G and passed along the axle, delivering the oil thereon. The flow of the oil can easily be regulated by compressing the tube between the thumb and fingers, or by other means.

It will be seen that by the use of my device the oil-can is entirely dispensed with and the operation of oiling a carriage reduced to a very simple operation.

The device here shown simply illustrates one way in which my invention may be used, and I do not desire to confine myself to this construction, which may not be the most desirable.

Many modifications may be made while still keeping within the scope of my invention. For instance, the reservoir may be attached to the outside of the jack instead of being inserted therein.

I claim—

1. A jack for vehicle-axles, having in its standard an oil-reservoir, a flexible tube leading from said reservoir, and a clamp attached to said standard for holding the end of the tube when not in use, substantially as described.

2. A jack for vehicle-axles, having in its standard an oil-reservoir and a flexible tube, of rubber or other like material, leading from said reservoir and adapted to supply oil to said axles, substantially as shown.

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

BRADFORD F. LANCASTER.

Witnesses:

S. W. BATES.

M. A. BALLINGER.