

No. 765,278.

PATENTED JULY 19, 1904.

C. HAESKE.
SUSPENDED WHEEL JACK.
APPLICATION FILED JAN. 11, 1904.

NO MODEL.

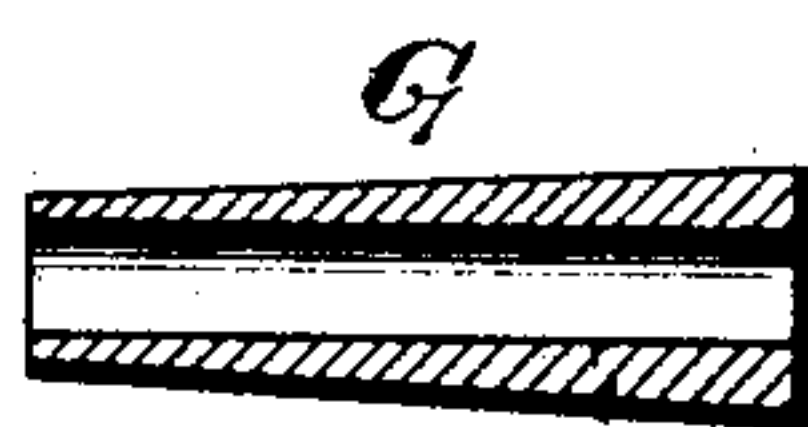
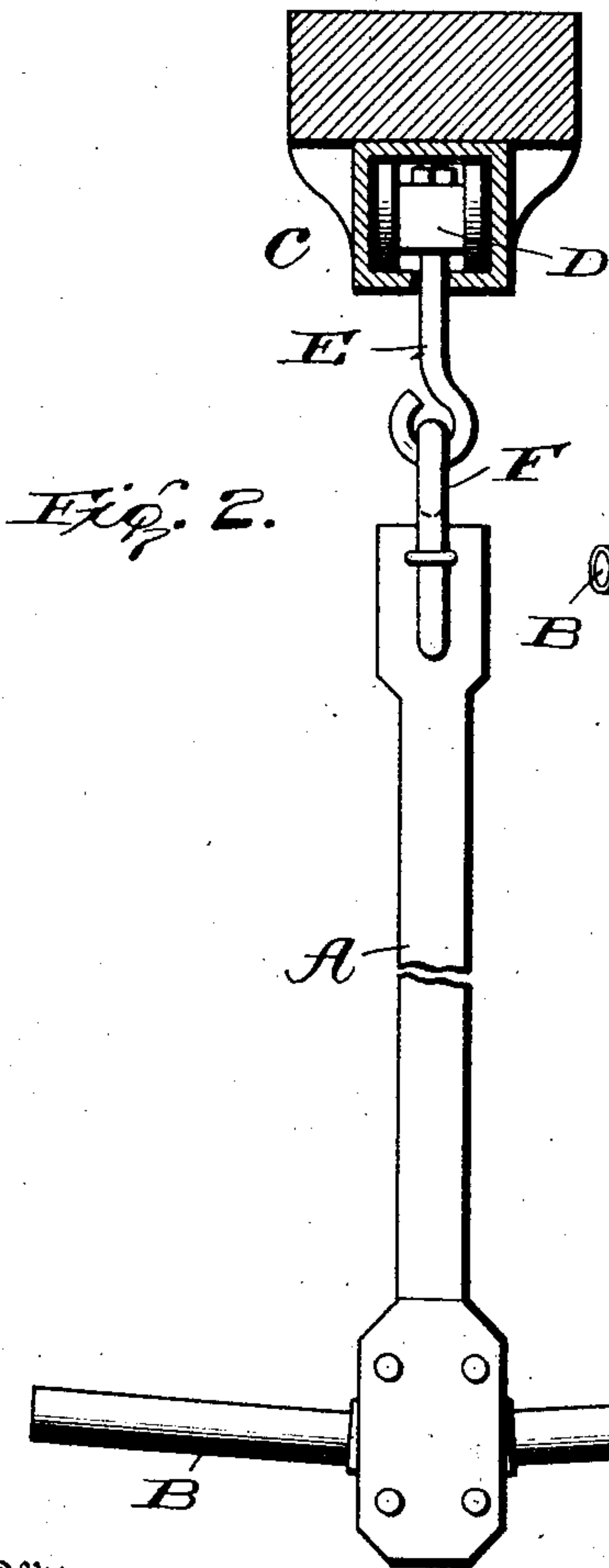
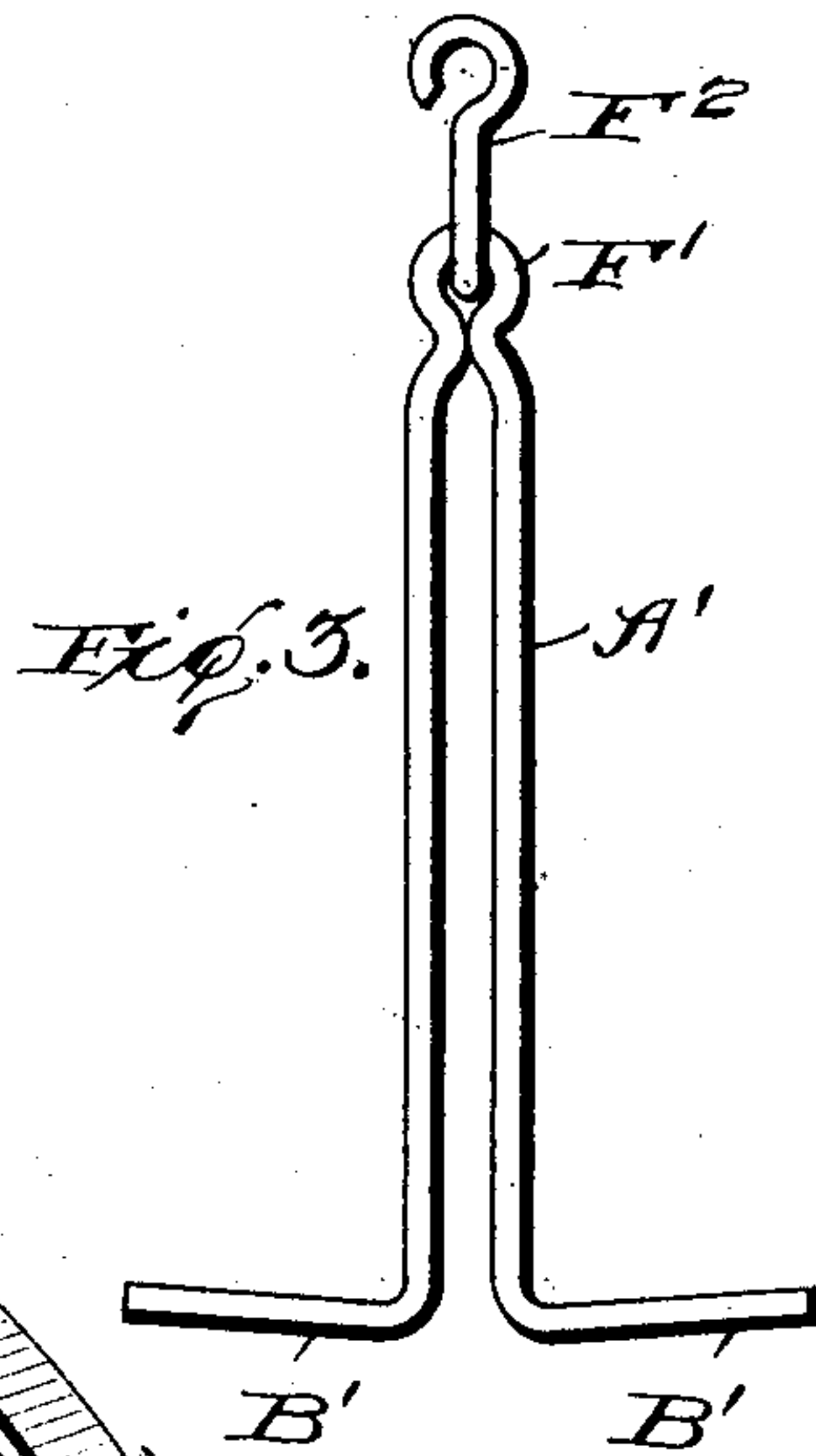
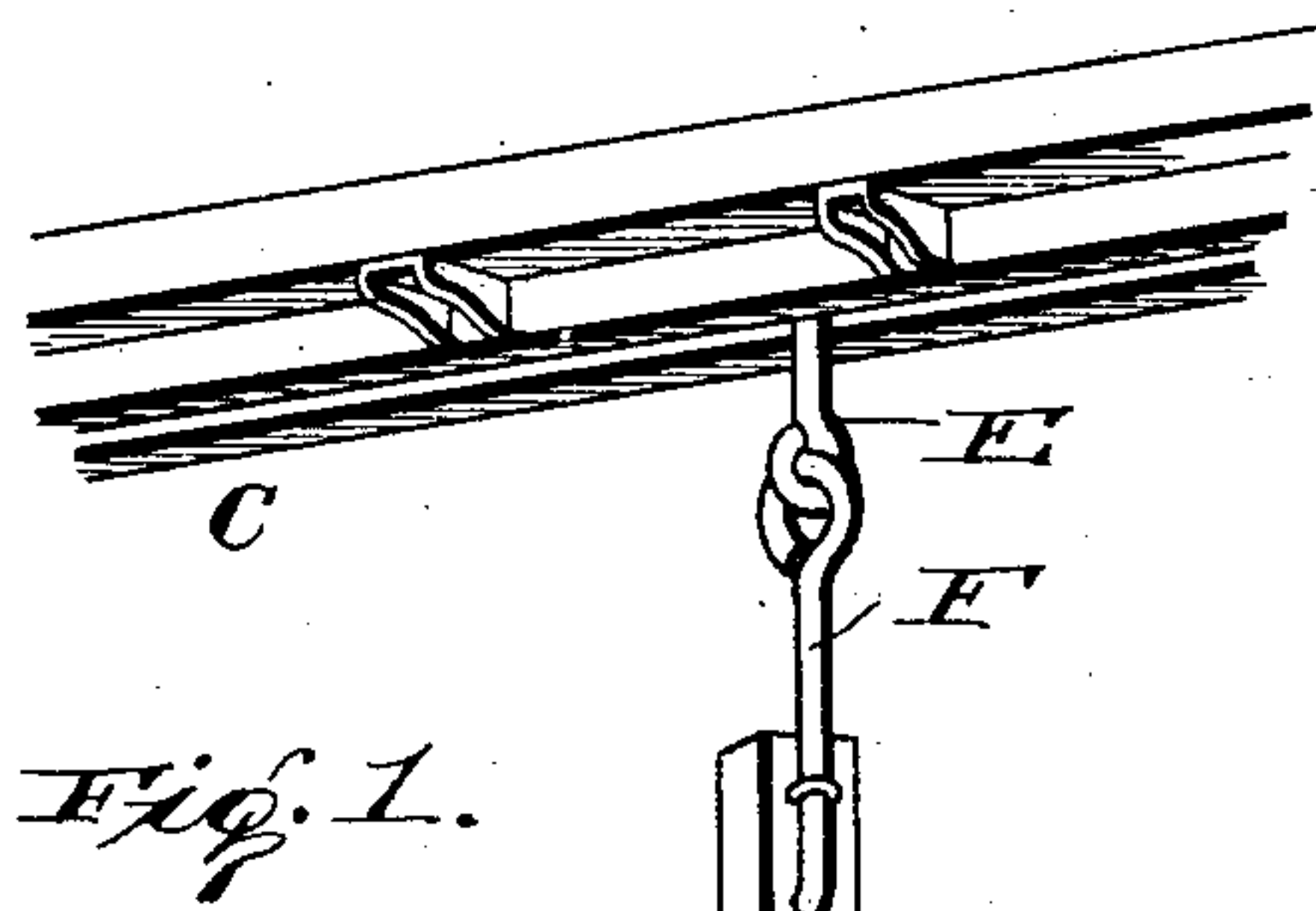


Fig. 4.

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UNITED STATES PATENT OFFICE.

CHARLES HAESKE, OF SOUTH BEND, INDIANA.

SUSPENDED WHEEL-JACK.

SPECIFICATION forming part of Letters Patent No. 765,278, dated July 19, 1904.

Application filed January 11, 1904. Serial No. 188,503. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HAESKE, a citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented new and useful Improvements in Suspended Wheel-Jacks, of which the following is a specification.

This invention relates to certain new and useful improvements in appliances for use in connection with painting, and more particularly to an apparatus for holding the material during the process of dipping, drying, stripping, &c.

The object of the invention is to provide an apparatus of the character specified which will be simple in its construction, strong and durable, and fully capable of performing the work required.

With this and other objects in view the invention consists of a body portion having arms at its lower portion, said arms being oppositely arranged and being slightly inclined in an upward direction, and a connection between the said body portion and a car or carrier mounted upon an overhead track, the connection being such whereby a movement of the apparatus for holding the material may be had in any desired direction.

In the drawings, wherein like parts are referred to by like letters of reference, Figure 1 is a perspective view of the apparatus, showing a wheel mounted upon one of the spindles or arms, the other spindle being provided with a bushing. Fig. 2 is a view of the apparatus in elevation with the spindles removed and showing in detail the connection between the apparatus and the overhead car or carrier. Fig. 3 is a front elevation of a modified form of the invention. Fig. 4 is a sectional view of one of the bushings used upon the spindles or arms.

Heretofore in painting vehicle-wheels it has been the custom to dip the wheels into the dipping tanks or vats while they were held in a vertical position and also to allow them to dry while held in such position. Such a method is objectionable, for the reason that it has been found that with wheels which have been treated in this manner the paint has not

been evenly distributed. There is a tendency of the paint to run and form "rills" and bare places on the wheel. It is to overcome this objection that the invention is designed.

In the drawings, A represents the body portion of the apparatus. The said body portion is provided at its lower portion with two oppositely-projecting arms or spindles B B, the said arms or spindles being inclined in an upwardly direction.

C represents an overhead track, and D represents a car or carrier adapted to be run along said track. This track and car or carrier is of the usual form, such as is common in conveyers or the like. E represents an eyebolt carried by the said car or carrier, said eyebolt having a portion terminating in an eye adapted to extend down through the opening in the track. The body portion of the wheel-support A has attached to its upper end a hook F, adapted to be hooked within the eye of the said eyebolt E, thereby forming a swivel connection between the car or carrier and the wheel-support.

G represents one of the sets of bushings for the arms or spindles. It will be understood that these arms or spindles are each supplied with a number of sets of different-sized bushings in order to fit the different-sized wheels.

In Fig. 3 I have shown a modified form of the invention, consisting of a rod or bar bent upon itself to form a body portion A', the two ends being bent outwardly and upwardly, as at B' B', to form arms or spindles. The upper portion of the body a short distance below its top is crimped or otherwise brought together to form an eye F'. In this form of the invention a double hook F² forms the connection between the car or carrier and the work-holder.

In using my apparatus the work-support is attached to the car or carrier, the proper-sized bushings placed upon the upwardly-inclined spindles, and the wheels mounted thereon. The whole is then conveyed to the dipping tank or vat, where the wheels are dipped. After removal from the dipping tank or vat the wheels are allowed to dry while still

mounted upon the inclined spindles. After drying they are conveyed to the stripper. It will be understood that the wheels may be revolved upon the inclined spindles, and as the bushings are of the proper size for the wheels such revolutions will be true.

It has been found that retaining the wheels in an inclined position while drying will cause a uniform drain of the paint and the paint will be evenly and uniformly distributed over the surface of the wheel.

By mounting the wheels upon the spindles so that they may be revolved and by having a swivel connection with the car or carrier it will be obvious that the wheels may be turned and moved in any direction, thereby greatly facilitating the work of striping, &c.

While I have described my apparatus as used in painting vehicle-wheels, it will be readily apparent that it may be used in connection with the painting of other objects.

I claim as my invention—

1. An apparatus of the character described consisting of a vertical body portion, work-holders located upon opposite sides of said body portion, said work-holders being inclined relatively to the said body portion and adapted to rotatably support the work, an overhead carrier and a flexible connection between said body portion and said overhead carrier.

2. An apparatus of the character described consisting of a body portion, spindles projecting from said body portion, said spindles be-

ing oppositely arranged and inclined in an upwardly direction.

3. An apparatus of the character described consisting of a body portion; a pair of work-supporting spindles carried by the lower part of said body portion, said spindles being oppositely located and inclined in an upwardly direction whereby the work is held in an inclined direction with relation to the said body portion; an overhead carrier and a swivel connection between said overhead carrier and said body portion, whereby a movement of the said body portion may be had in any desired direction.

4. An apparatus of the character described consisting of a vertically-arranged body portion; a pair of work-supporting spindles projecting from opposite sides of said body portion, said work-supporting spindles being inclined in an upwardly direction and adapted to rotatably support the work in an inclined direction with relation to the said body portion; an overhead carrier, and a swivel connection between said overhead carrier and the said body portion, whereby a movement of said body portion may be had in any desired direction.

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

CHARLES HAESKE.

Witnesses:

S. E. BABCOCK,
H. E. JOHNSON.