

(No Model.)

E. COOK.

CARRIAGE PAINTER'S JACK.

Patented May 30, 1882.

No. 258,558.

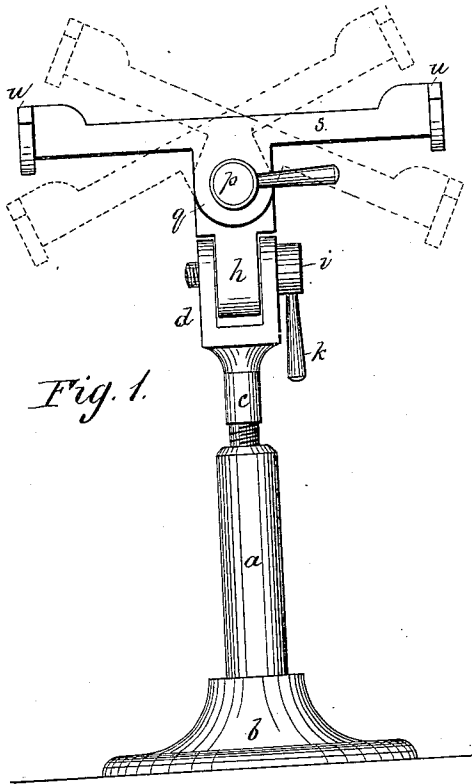


Fig. 1.

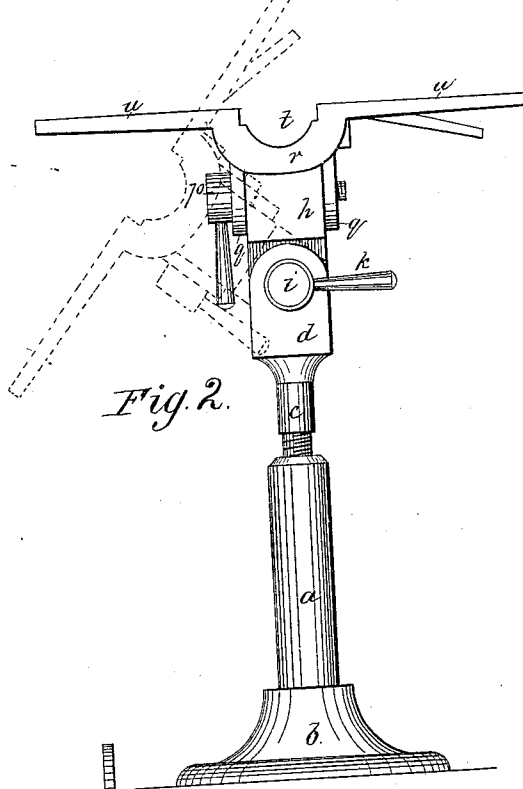


Fig. 2.

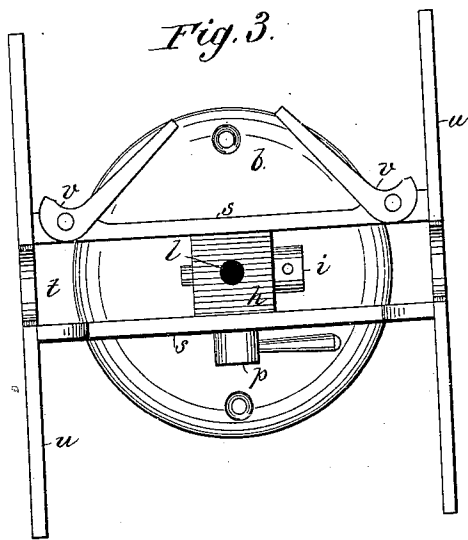


Fig. 3.

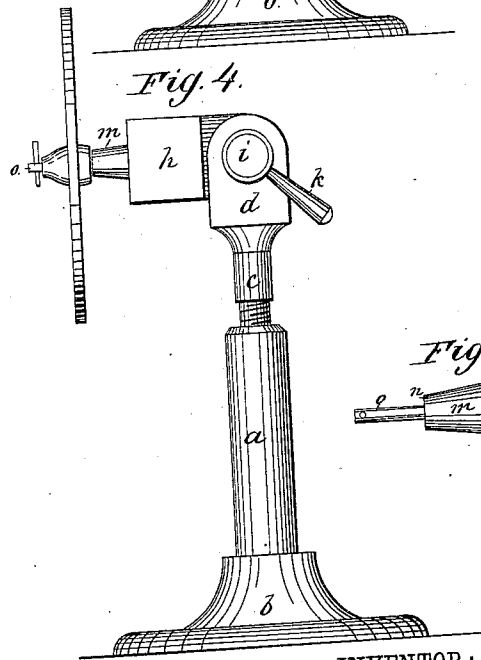


Fig. 4.

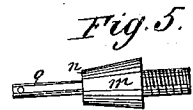


Fig. 5.

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UNITED STATES PATENT OFFICE.

EUGENE COOK, OF NASHVILLE, MICHIGAN.

CARRIAGE-PAINTER'S JACK.

SPECIFICATION forming part of Letters Patent No. 258,558, dated May 30, 1882.

Application filed November 2, 1881. (No model.)

To all whom it may concern:

Be it known that I, EUGENE COOK, of Nashville, in the county of Barry and State of Michigan, have invented a new and Improved Carriage-Painter's Jack; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of my improved carriage-painter's jack. Fig. 2 is an end elevation of the same. Fig. 3 is a plan view. Fig. 4 is a view of the jack adapted to support a wheel, and Fig. 5 is a view of the cone-plug to support a wheel.

The object of my invention is to construct a carriage-painter's jack for supporting the body or wheels of a vehicle and raising or lowering and revolving them and adjusting them to any desired angle while being coated, rubbed, striped, or varnished, thereby greatly facilitating these operations; and to these ends my invention consists of a hollow interiorly screw-threaded socket or tube supported on a suitable base and adapted to receive and engage with a screw-threaded shaft, to the upper end of which is secured, by a double knuckle-joint provided with clamping-bolts, a frame for supporting a carriage-body, and devices for securing the body to the supporting-frame, whereby the body can be raised or lowered or revolved or adjusted to any desired angle and clamped in that position for the purpose of facilitating the coating, rubbing, striping, or varnishing of the body.

My invention further consists in certain details of construction hereinafter more fully set forth and claimed.

In the accompanying drawings, *a* represents a socket or tube screw-threaded interiorly near its upper end, and having its lower end secured to a suitable base, *b*, preferably of circular form, and provided with screw-holes, whereby the base and its socket may be secured to the floor of a building.

c represents a shaft screw-threaded near its lower end, and adapted to be screwed up and down in the tube or socket *a*, a sleeve or shoulder being secured to the lower end of the shaft *c* to prevent it from being screwed out of the tube or socket *a*. The screw-shaft *c* is provided

at its upper end with a bifurcated head, *d*, cast or formed with said shaft.

h represents a metallic block, having a tenon at its lower end adapted to fit between the bifurcations in the head *d*, and provided with a hole for the passage of a clamping-bolt, *i*, screw-threaded at one end and provided with a handle, *k*. The clamping-bolt *i* passes through opposite holes in the bifurcations in the head *d* and through the hole in the tenon of the block, and its screw-threaded end engages with threads cut in one of the holes in one of the bifurcations. The lower end of the tenon of the block *h* is rounded to allow the block *h* to turn freely in the bifurcated head. By this construction the block is pivoted to the bifurcated head, and can be clamped at any desired angle. The upper face of the metallic block *h* is provided with a threaded central hole, *l*, adapted to receive the threaded end of a cone-shaped plug, *m*, provided with a shoulder, *n*, and short shaft *o*. The plug *m* is screwed into the central hole, *l*, in the upper face of the block *h*, and the hub of a wheel to be striped or coated or varnished is placed over the short shaft *o*, which is provided with a hole near its outer end for the passage of a removable cross-pin, whereby the wheel is retained on the short shaft *o*, and may be revolved thereon. By this construction it will be seen that a wheel secured on the block *h*, as set forth, can be raised or lowered, as desired, by screwing up or down the shaft *c*, and that the wheel can also be revolved on the shaft *c* as an axis, and can be coated or striped or varnished on one side, and its pivoted supporting-block *h* swung over one hundred and eighty degrees by its knuckle-joint connection with the bifurcated head *d*, and be coated or striped on its opposite side, and that the wheel may be adjusted to any desired angle and clamped in any position by the clamping-bolt *i*.

In order to coat, rub, or varnish a vehicle-body, I have invented the following construction, adapted to be applied to the above-described devices, which I shall now proceed to describe.

The metallic block *h* is provided with a hole passing through it at right angles to the clamping-bolt *i*, for the passage of a second clamping-bolt, *p*, which also passes through opposite

holes in two opposite parallel lugs, *q q*, depending from a frame, *r*. One of the holes in one of the lugs *q* is threaded to engage with the screw-threaded end of the clamping-bolt *p*, provided with a handle. By this construction the frame *r* for supporting the vehicle-body is pivoted to the block *h* by the clamping-bolt *p*, so that the frame *r* is pivoted to the screw-shaft *c* by a double knuckle or universal joint, and is capable of being adjusted in any desired position and secured in such position by the clamping-bolts, and can also be turned around in the socket or raised and lowered as desired.

The frame *r* is composed of two parallel central longitudinal pieces, *s*, with a slot, *t*, between them, and two pieces, *u u*, secured to the ends of the longitudinal pieces, and at right angles thereto, and hollowed out between the longitudinal pieces for the reception of a board screwed or otherwise secured to the bottom of the vehicle-body.

v v represent levers provided with cams at their inner ends, which levers are pivoted to one of the longitudinal pieces *s* near its ends.

When it is desired to coat, rub, stripe, or varnish a wheel the frame *r* is removed by withdrawing the clamping-bolt *p*, and the wheel is secured to the adjustable block *h* by means of the cone-plug *m*. If it is desired to coat, rub, or varnish a vehicle-body, the wheel and cone-plug are removed and the lugs of the frame *r* are pivoted to the block *h* by means of the clamping-bolt *p*. A board is then screwed or otherwise secured across the bottom of the vehicle-body at its middle and the board inserted in the slot *t* between the longitudinal parallel pieces *s*. The cam-levers *v* are then

applied to the board to secure it and the vehicle-body to the frame *r*, and the body thus secured to the frame may be raised or lowered or turned in the socket or adjusted to any desired angle and clamped in any desired position, thereby greatly facilitating the process of coating, rubbing, and varnishing the body.

What I claim as my invention is—

1. The combination, with a frame, *r*, adapted to support and be secured to a vehicle-body, of a threaded shaft, *c*, engaging in an interiorly-threaded socket or tube, *a*, and connected with the frame *r* by a universal joint, substantially as described, and for the purpose set forth.

2. The combination, with the socket or tube *a*, interiorly threaded near its upper end, and shaft *c*, provided with a bifurcated head, *d*, and threaded near its lower end and fitting in said socket, of the tenoned block *h*, frame *r*, provided with the lugs *q q*, and clamping-bolts *p*, substantially as described, and for the purpose set forth.

3. The combination of the socket or tube *a*, interiorly threaded near its upper end, shaft *c*, provided with a bifurcated head, *d*, and fitting in said socket, tenoned block *h*, clamping-bolt *p*, and cone-plug *m*, substantially as described, and for the purpose set forth.

4. The frame *r*, composed of the parallel longitudinal pieces *s*, with a slot, *t*, between them, perforated lugs *q q*, hollowed end pieces, *u u*, and cam-levers *v v*, substantially as described, and for the purpose set forth.

EUGENE COOK.

Witnesses:

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