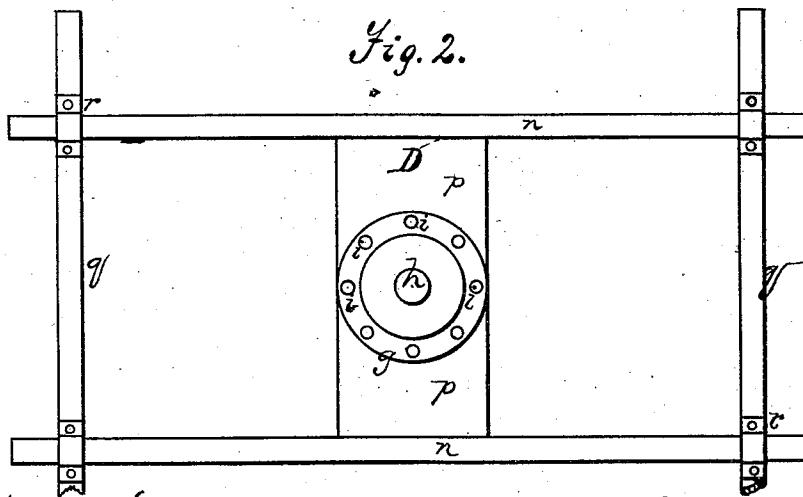
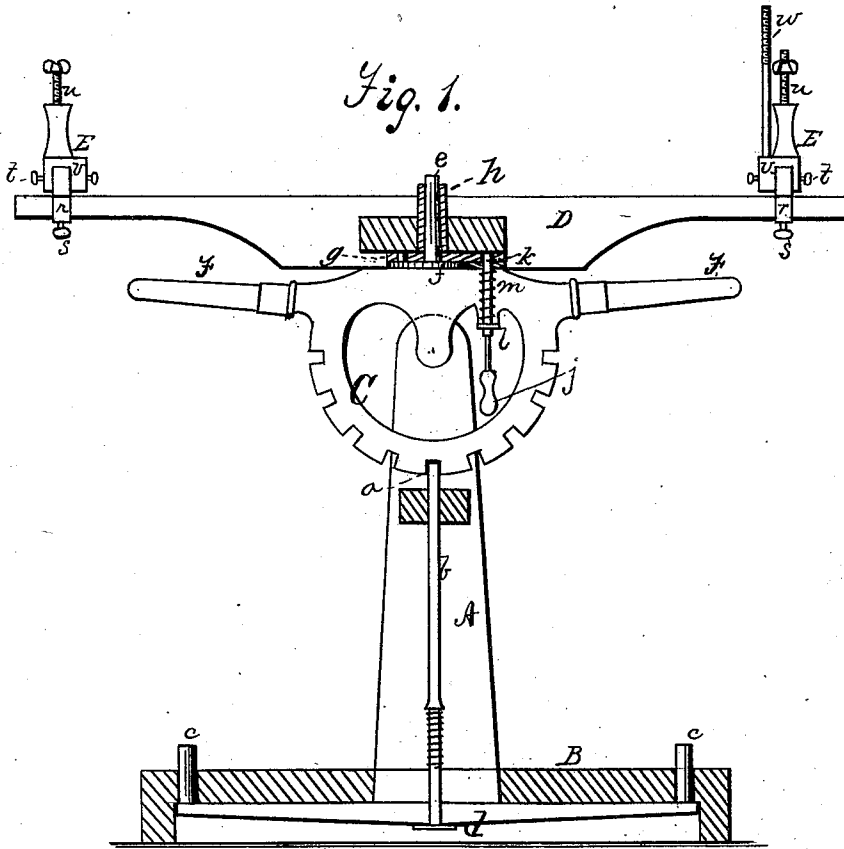


J. G. HOHENSTEIN.
CARRIAGE PAINTERS' EASELS.

No. 186,676.

Patented Jan. 30, 1877.



Witnesses:
Y. H. Parsons.
J. R. Drake.

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UNITED STATES PATENT OFFICE.

JOHN G. HOHENSTEIN, OF GOWANDA, NEW YORK.

IMPROVEMENT IN CARRIAGE-PAINTERS' EASELS.

Specification forming part of Letters Patent No. **186,676**, dated January 30, 1877; application filed July 5, 1876.

To all whom it may concern:

Be it known that I, JOHN GEORGE HOHENSTEIN, of Gowanda, in the county of Cattaraugus and State of New York, have made certain Improvements in Carriage-Painters' Easels, of which the following is a specification:

This invention combines devices for holding and painting carriage-bodies, and also for painting wheels; and consists in its construction, as fully hereinafter described and claimed.

In the drawings, Figure 1 is a side elevation, partly in section; Fig. 2, a bottom plan of the paint-frame.

A represent two upright standards attached to a base or flat platform, B, said base to be set on feet or rollers, for convenience in moving about. Between the uprights is pivoted a sector-wheel, C, with openings in its periphery, in which engage a catch, *a*, on a spring-rod, *b*. This is operated at either end of the platform B by means of knobs *c c*, coming up through the platform, to be pressed by the foot of the painter to disengage the catch *a* from the wheel C, to move the carriage-body. On releasing the knob it throws the catch into the notch opposite, as desired.

These two foot-knobs are attached to a wooden or metal strip or foot-lever, *d*, running underneath the platform B, and to which the spring-rod *b* is attached in the center. A pressure on either knob operates the spring-catch instantly.

On the top of the sector C is an upright pin, *e*, with a shoulder, *f*, on which is set the painting-frame or platform D, by means of a metal circular plate, *g*, (see Fig. 2,) with a hollow upright sleeve, *h*, which surrounds the pin of the sector, and which holds the frame steady as it is revolved with the body on it.

In this plate *g* are a number of pin-holes, *i i*, into which a spring-pin, *k*, working in bracket or brackets *l*, as the sector operates. This pin is pulled out of any hole by a dependent handle, *j*, and is automatically thrown into the openings *i i* by a spring, *m*, either a spiral or other kind, as may be most convenient. This arrangement is to hold the paint-

frame at any point after being turned more or less.

The frame D is constructed with two side pieces, *n n*, attached to the central cross-piece *p*. The end pieces *q q* are made movable on the side pieces by metal straps *r r*, and after being slid into the position or space required, are kept in place by thumb-screws *s s*. These will allow of a small or large body to be fastened to the frame, which is the object of this construction, and is important as vehicles to be painted vary greatly in size.

To get a corresponding extension as to width, I arrange clamps E E on these end pieces, on the upper side, (see Fig. 1,) which fasten to the frame by a thumb-screw, *t*, the upper part of the clamp terminating in a screw-standard, *u*, which penetrates the carriage-body, and is there held by a nut.

For ordinary carriages and wagons this is sufficient, but for phaetons, which require a longer screw-standard, I have formed in these clamps a socket, *v*, (see Fig. 1,) into which an extra rod or screw-standard, *w*, is set, and held by a thumb-screw.

In order to save the expense of an extra wheel-jack to paint wheels on, I have attached to, and which form a part of, the sector C, longitudinal projecting axle-arms F F, on which the hub of the wheel will be set, and the sector operated to throw the wheels higher or lower, as may be necessary to get at the wheels when painting, lining, varnishing, &c.

This device combines an adjustable painters' easel for carriage-bodies, of any sort or size, and adjustable devices for wheels for the same purpose.

I claim—

1. The sector-wheel C, constructed with and combining the axle-arms F F, and the central pin *e*, and shoulder *f*, all substantially as and for the purpose specified.

2. In combination with the frame D and sector C *e f*, the sleeve *h*, and plate *g*, with the pin-openings *i i* therein, the pin *k*, and spring *m*, all substantially as specified.

3. The carriage-body frame D, consisting of the side and end pieces *n n q q*, the central cross-piece *p*, the plate *g*, and sleeve *h*,

the sliding clamps E E, and straps r r, all constructed and arranged to operate substantially as specified.

4. The clamps E E, constructed with the extra socket v, and with the extra standard w, as and for the purpose specified.

In witness whereof I have hereunto signed

my name in the presence of two subscribing witnesses.

J. G. HOHENSTEIN.

Witnesses:

J. R. DRAKE,

T. H. PARSONS.