(No Model.) 2 Sheets—Sheet 1.

C. E. THOMPSON.

COMBINATION CARRIAGE JACK.

No. 568,382. Patented Sept. 29, 1896.

Fig. 1.

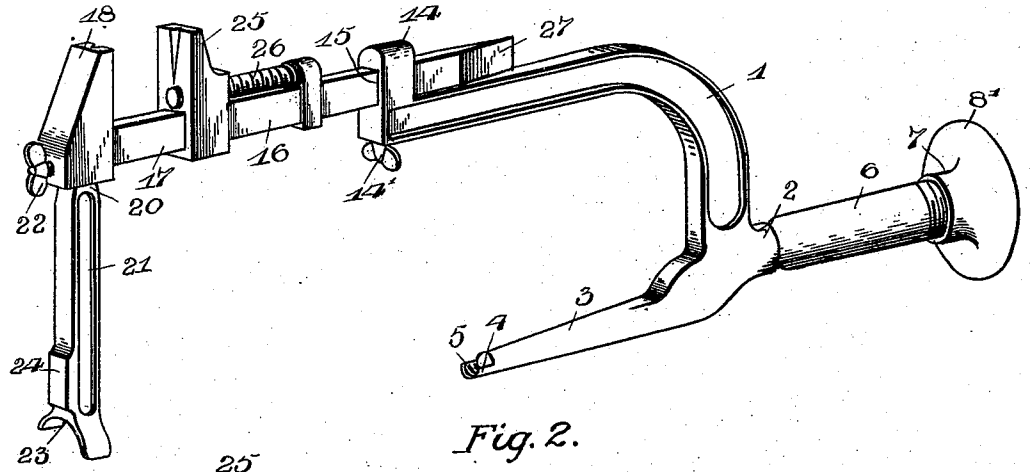


Fig. 2.

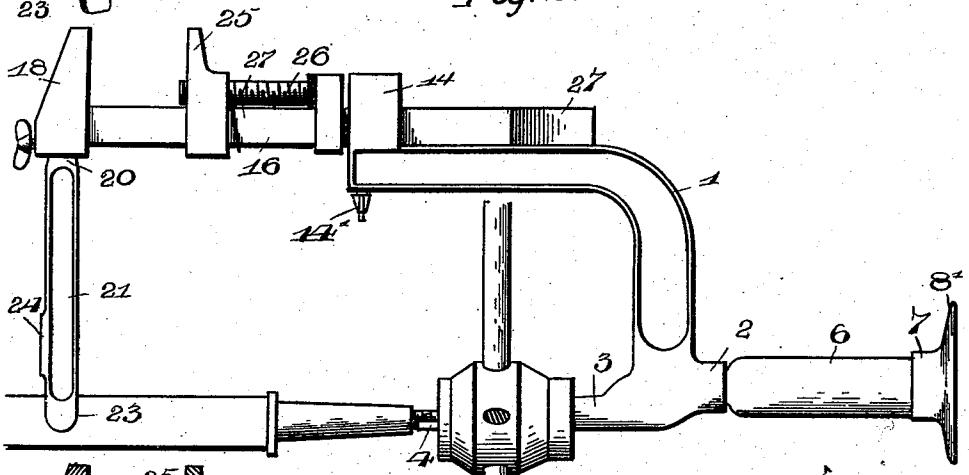
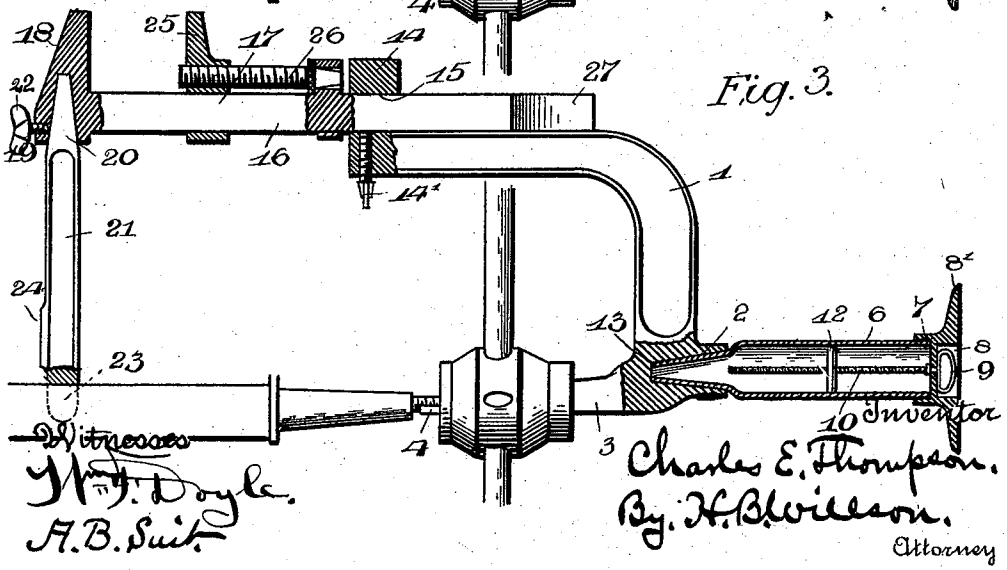


Fig. 3.



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(No Model.) 2 Sheets—Sheet 2.

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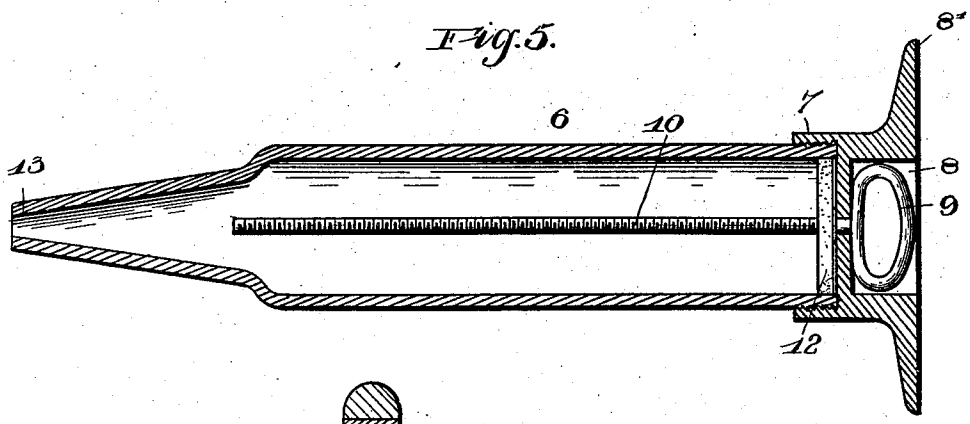
Fig. 5.



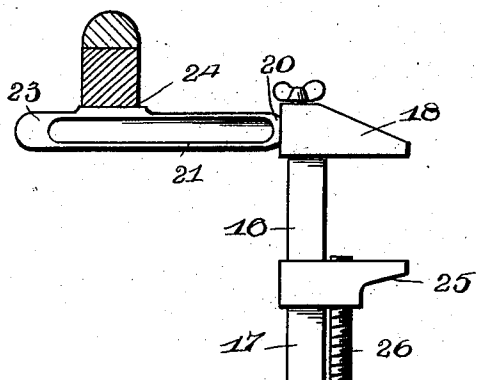
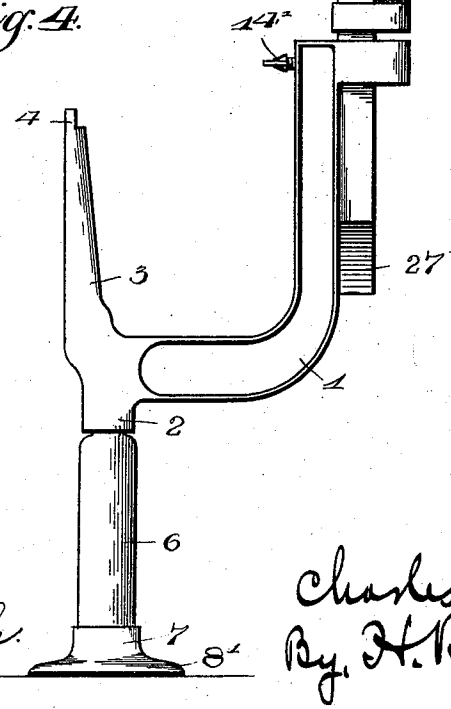


Fig. 4.



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UNITED STATES PATENT OFFICE.

CHARLES E. THOMPSON, OF LEESBURG, VIRGINIA.

COMBINATION CARRIAGE-JACK.

SPECIFICATION forming part of Letters Patent No. 568,382, dated September 29, 1896.

Application filed July 2, 1896. Serial No. 597,883. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. THOMPSON, a citizen of the United States, residing at Leesburg, in the county of Loudoun and State of Virginia, have invented certain new and useful Improvements in Combination Carriage-Jacks; and I do 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 has relation to carriage-jacks, and more particularly to that class embracing a bowed arm having a bearing on one end to rest on top of the axle and having in its other end a bar or rod adapted to enter the hub of the wheel and form a temporary continuation of the vehicle-axle.

To this end the novelty consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings the same figures of reference indicate the same parts of the invention.

Figure 1 is a perspective view of my improved carriage-jack. Fig. 2 is a side elevation showing the application of my improved jack to a vehicle axle and wheel. Fig. 3 is a longitudinal section of the same. Fig. 4 shows the device in use as a lever-jack, and Fig. 5 shows the detachable oiler-handle as it appears when filled.

The numeral 1 represents an L-shaped brace formed with an integral socket 2, having a longitudinal spindle 3, the inner end of which is formed with a shoulder or lip 4, the semicircular face 5 of which is corrugated, as shown.

6 is the removable tubular cylindrical handle, formed with a rectangular tapering shank fitted to the socket 2. This handle 6 is provided with a removable screw-cap 7, having a bearing-flange 8′ and a recess 8 to receive the handle 9 of a screw-threaded rod 10, which passes through a threaded hole in the cap and extends into the tubular handle, where it passes through a threaded orifice in a disk or piston 12.

13 is a small opening in the end of the handle, and when the body of the handle is filled with a lubricating medium by removing the screw-cap 7 the same may be discharged at will through the opening 13 by means of the piston 12, rod 10, and its handle 9 in such quantities as may be desired. The inner end of said L-brace is formed with an integral socket 14, provided with a thumb-screw 14′, the end of which projects into a longitudinal rectangular recess 15 in the said socket and engages the shank 16 of the detachable wrench 17 to adjustably secure the same in place. The head 18 of this removable wrench 17 is formed with a rectangular tapering recess 19, which receives the tapering end 20 of the arm 21, which is secured in place by the thumb-screw 22. A concave bearing 23 is formed on the outer end of the arm 21, and when the jack is in use this bearing rests upon the axle, as shown in Fig. 2. This arm 21 is also formed with a shoulder 24, upon which the axle rests when the wheel is to be removed from the axle, as shown in Fig. 4.

The shank 16, in addition to the head 18, which forms the stationary jaw of the wrench, is also provided with the adjustable jaw 25, the adjusting-screw 26, and the screw-socket integral with said shank, the whole, when detached from the L-brace and arm 21, forming an ordinary monkey-wrench. The free end 27 of the shank 16, which forms the handle to the wrench, is tapered to a flat point, which forms a convenient screw-driver.

When the device is in use to oil the axle, as shown in Fig. 2, the handle may be removed from the jack and the lubricant, which may be a liquid or of a semisolid consistency, forced out of its receptacle by means of the piston and screw-threaded rod and applied to the hub or axle as wanted.

In filling the handle with the lubricant the screw-cap is first removed and the piston screwed back on the rod until it rests within the screw-cap. The handle is then filled and the cap replaced. As the lubricating medium is wanted it is readily ejected in such quantities as desired through the small opening 13 by simply turning the handle 9 to the left. This forces the piston 12 down and discharges the lubricant through the opening 13 in the end of the handle.

When the device is in use, as shown in Fig. 4, the wrench is detached from the jack to

remove the nut from the axle. The wrench is then replaced and the jack placed in position, so that the outer end of the handle 6 rests upon the ground and its flange 8′ forms a firm support for the jack upon the ground. The shoulder 24 is placed under the axle. The thumb-screw 14′ is then loosened and the shank 16 drawn up in the socket 14 until the wheel is clear of the ground. The thumb-screw 14′ is then tightened, which holds the axle in the elevated position, and the wheel may then be removed entirely from the vehicle.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

1. A carriage-jack of the class described, comprising the brace 1, formed with the integral socket 14 having set-screw 14′, the socket 2 and the spindle 3, and the removable tubular handle 6, the wrench 17 provided with the shank 16, the sliding jaw 25, and the rigid jaw-head 18, having recess 19, and the detachable arm 21 formed with the integral bearing 23 and the shoulder 24, substantially as and for the purpose set forth.

2. A jack of the class described, formed with the integral socket 2, the removable tubular handle 6, having the screw-cap 7 provided with the flange 8′ and the recess 8, the piston 12 and the screw-threaded rod 10, having a handle 9, substantially as and for the purpose set forth.

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

CHARLES E. THOMPSON.

Witnesses:
JOHN T. HOMIHAND,
ODEN N. CASEY.