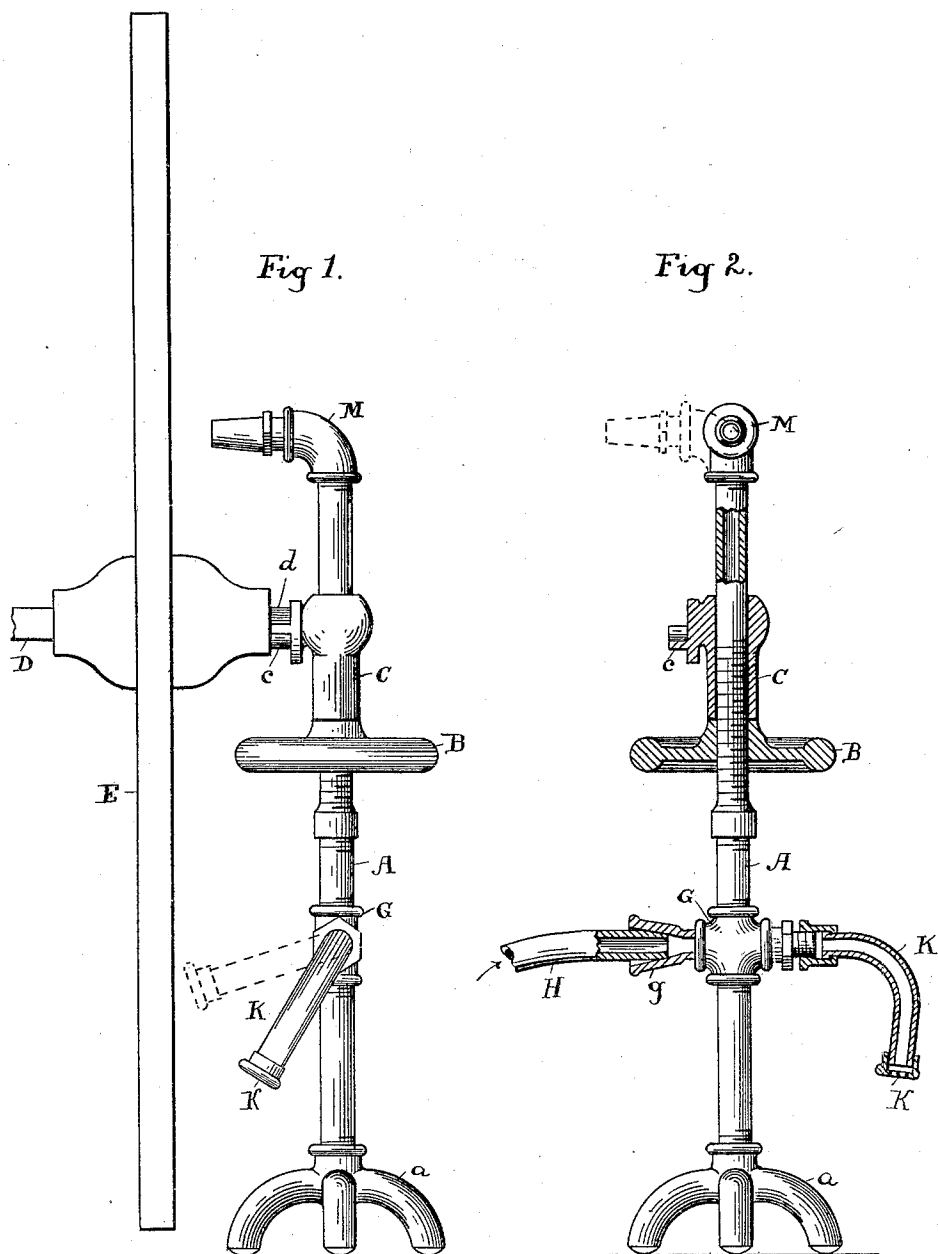


(No Model.)

F. A. LYMAN.
COMBINED WHEEL LIFT AND WASHER.

No. 474,394.

Patented May 10, 1892.



Attest.

Q. B. Moser.
A. J. Symmes Jr.

Inventor.

Fordyce A. Lyman.

by *H. T. Fisher.*

Attorney

UNITED STATES PATENT OFFICE.

FORDYCE A. LYMAN, OF CLEVELAND, OHIO.

COMBINED WHEEL LIFT AND WASHER.

SPECIFICATION forming part of Letters Patent No. 474,394, dated May 10, 1892.

Application filed January 4, 1892. Serial No. 417,023. (No model.)

To all whom it may concern:

Be it known that I, FORDYCE A. LYMAN, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in a Combined Wheel Lift and Washer; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a combined wheel lift and washer; and the object of the invention is to provide means whereby a vehicle-wheel—as a buggy or carriage wheel—can be conveniently raised from the floor, so as to be free to be turned by hand and at the same time subjected to one or more streams or jets of water flowing through the device by which the wheel is sustained, all substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved lift and washer in working position in front of a wheel and showing a wheel raised thereby and in position to be rotated. Fig. 2 is an elevation of the device at right angles to Fig. 1 and showing parts in section to disclose their internal construction.

A represents the standard or body of my combined lift and washer provided with a base *a*, which may be of any suitable form, said body being tubular, so as to form an internal water-passage. In elevation or height the said standard is such as to adapt it to wheels of varying sizes, and is provided with a threaded surface in its upper portion to adapt it to the hand-wheel B, threaded and turning thereon. This hand-wheel B is designed to control the position of the sleeve C, resting thereon and free to slide up and down on the standard A, and the said sleeve has at one side an outwardly-projecting lip *c*, preferably segmental in cross-section, so as to form a rest for the nut *d* on the axle D, by which wheel E is held in raised position. In operation the standard A is placed in front of the wheel, as seen in Fig. 1, the lip *c*, brought beneath nut *d*, and the hand-wheel B turned to

raise the said sleeve until the wheel E is liberated. The wheel E is then free to be turned and washed, as contemplated in my method.

Now in order that washing may be effected by and through the medium of this improved device, I provide the standard A with a coupling G between wheel B and the base, provided in this instance with a flaring mouth *g*, adapted to receive and hold the end of hose H. It is desirable that the hose H should be free from anything like a metal extremity, so that they can be used about a buggy or carriage without danger of marring or scratching the surface thereof when used for washing parts of the vehicle in the ordinary way, and it is desirable that the connection between the hose and the mouth *g* should be such that while it is sufficient to support the hose and remain water-tight while in use the connection can be made and broken instantly without turning the hose or handling special fastening mechanism. None of these advantages would be obtained if some special form of connection requiring mechanical fastening were employed. Hence the construction shown, having a mouth-piece flaring to such degree that while it forms a water-tight union with the hose has length enough overlapping the end of the hose to support them in working position. Water is thus delivered to the interior of the standard A under the normal pressure of the main and can be utilized as may be desired. I have shown two points of outlet in the present device; but one or more may be used, and the means of delivery to wheel may be obviously varied without departing from the spirit and scope of the invention. One channel is through the elbow K, swiveled on the coupling G and so curved and arranged that the said elbow will direct the flow either against the felloes of the wheel, as shown, for example, in full lines in Fig. 1, or against the spokes as the wheel is turned, as shown in dotted lines. By swiveling the said elbow it is also adapted to wheels of different sizes, and it may be turned within any radius between the felloes and hub of the wheel. If preferred, a perforated cap or its equivalent *k* may be used on said elbow to break up the volume of water and deliver it

in something like a heavy spray. Another outlet is shown at the top of standard A, where I employ an elbow-nozzle M. This elbow may be constructed in a single piece or two or more
5 pieces, and is designed to be so turned or bent as to direct the volume of water near about or directly over or upon the hub of the wheel. In any event the device in its completed form may be so constructed as to employ either el-
10 bow K or M alone, or both together, or their equivalent constructions and arrangements, the invention, in fact, consisting, broadly, in a combined lift and washer having the double function of lifting the wheel and washing the
15 same, rather than in the construction and arrangement of the parts in a narrower sense. In the accompanying drawings the standard or body A is shown as made of three several pipe-sections joined together; but it may
20 be made in one piece or more and may be fashioned in any preferred way, the one essential being observed of a water-passage from the water-inlet to the outlet or outlets, whether one or more. The hand-wheel B should have
25 sufficient range of movement to adapt the de-

vice to the varying heights of wheels found in all sorts of vehicles.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A combined wheel lift and washer, consisting of a body provided with an inlet and an outlet for water and a rest for the axle, substantially as described.

2. The combined lift and washer having a hollow standard forming a water-passage, an axle-rest on said standard, a water-inlet and water-outlets above and below said axle-rest, substantially as described.

3. In a combined wheel lift and washer, an upright body provided with a water-passage and a laterally-directed nozzle and an axle-rest on said body, substantially as described.

Witness my hand to the foregoing specification.

FORDYCE A. LYMAN.

Witnesses:

H. T. FISHER,
NELLIE L. McLANE.