

(No Model.)

D. A. KELLER.
RAILWAY CAR JACK.

No. 549,796.

Patented Nov. 12, 1895.

Fig. 1,

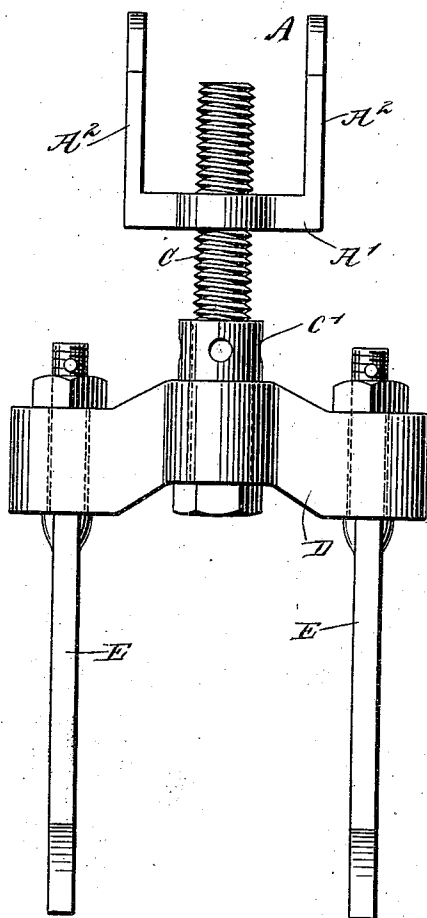


Fig. 2,

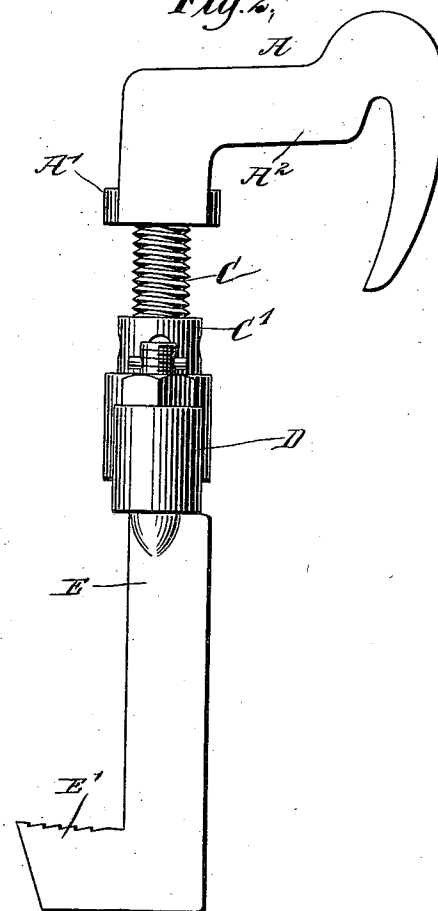
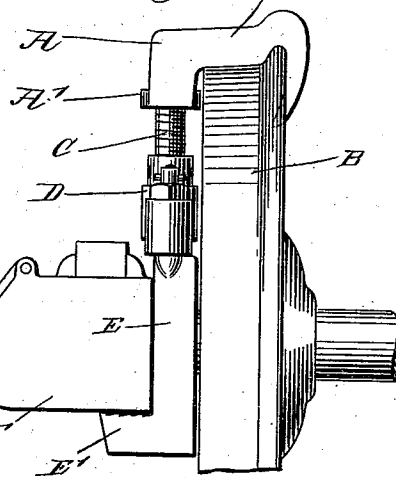


Fig. 3. A²



WITNESSES:

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RAILWAY-CAR JACK.

SPECIFICATION forming part of Letters Patent No. 549,796, dated November 12, 1895.

Application filed July 23, 1895. Serial No. 556,947. (No model.)

To all whom it may concern:

Be it known that I, DANIEL AUGUSTUS KELLER, of Rincon, in the county of Donna Ana and Territory of New Mexico, have invented a new and Improved Railway - Car Jack, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved railway-car jack which is simple and durable in construction, and more especially designed for conveniently removing worn-out brasses in the journal-boxes of the car-axles and replacing the same by new ones, or to raise the box or other apparatus without disturbing the position of the wheel on the track.

The invention consists principally of a supporting-frame adapted to be hung on the car-wheel, a screw-rod screwing in the said frame, and a cross-bar held on the said screw-rod and provided with arms adapted to engage the journal-box.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a front elevation of the improvement. Fig. 2 is a side elevation of the same, and Fig. 3 is a reduced side elevation of the improvement as applied.

The improved railway-car jack is provided with a supporting-frame A, having a threaded bar A', from the ends of which extend transversely hooks A², adapted to engage the top of the wheel B, as is plainly illustrated in Fig. 3, so as to support the said frame from the car-wheel. In the threaded bar A' screws a screw-rod C, on the lower end of which is hung a cross-bar D, provided at its ends with depending angular arms E, adapted to engage the truck-frame, as well as the under side of the journal-box F for the wheel B. The angular arms E are mounted to be turned in the cross-bar D to carry their lower transversely-extending arms E' under the bottom of the journal-box to properly engage the same.

When the several parts are in the position shown in Fig. 3, the operator, by turning the screw-rod C with a suitable tool engaging the

apertured head C', causes a screwing up of the said screw-rod in the frame A to lift the cross-bar D, and, by the arms E, the journal-box F. In doing so the worn-out brass may be readily taken out of the journal-box and replaced by a new one, and the screw-rod C then turned in an opposite direction to lower the cross-bar D, arms E, and journal-box F until the brass is properly seated on the journal.

It is understood that the jack may be used for other purposes than replacing brasses, it being understood, however, that the position of the wheel B is not disturbed while the box F is raised.

The lower end of the screw-rod C is mounted to turn in the cross-bar D, so that on screwing up the screw-rod, the bar D is then raised or lowered, according to the direction in which the screw-rod is turned. The hooks A² of the frame A are shaped in such a manner as to fit on the tread and flange of the wheel, as will be readily understood by reference to Fig. 3.

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

1. A railway car jack, comprising a supporting frame having a threaded bar, hooks extending from the ends of the said bar and adapted to engage the top of a car wheel, a screw rod screwing in the said threaded bar, a cross bar held on the lower end of the said screw rod, and arms mounted to turn in the said cross bar and adapted to engage the journal box of a car axle, substantially as shown and described.

2. A railway car jack, comprising a frame having a threaded bar, hooks rigid with the said bar and extending transversely from the ends thereof, the free ends of the said hooks being shaped to fit the tread and flange of a car wheel, a screw rod screwing in the said threaded bar, a cross bar hung on the lower end of the said screw rod, and depending angular arms having their upper ends mounted to turn in the ends of the said cross bar and adapted to engage with their lower hook arms the under side of the journal box of the car axle, substantially as described.

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Witnesses:

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