H. T. ANDREW.

JACK SEAT.

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1,011,142. Patented Dec. 12, 1911.

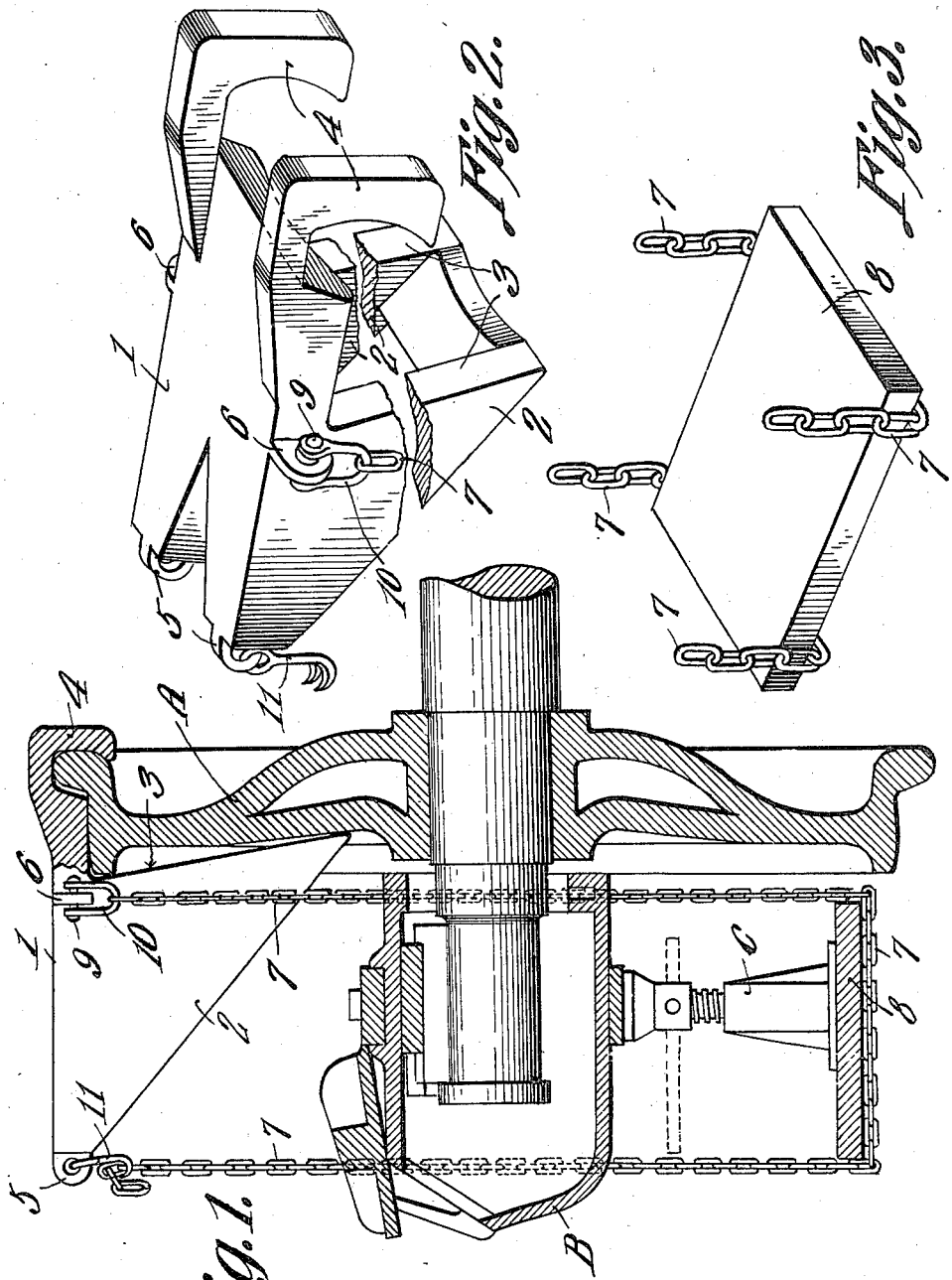


Fig. 1.

Fig. 2.

Fig. 3.

Witnesses

J. Tomlin

L. H. Wilson.

Harve T. Andrew,

Inventor

by C. A. Snow & Co.

Attorneys

COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HARVE T. ANDREW, OF MEMPHIS, MISSOURI.

JACK-SEAT.

1,011,142. Specification of Letters Patent. Patented Dec. 12, 1911.

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To all whom it may concern:

Be it known that I, HARVE T. ANDREW, a citizen of the United States, residing at Memphis, in the county of Scotland and State of Missouri, have invented a new and useful Jack-Seat, of which the following is a specification.

This invention relates to jack seats and is more particularly an improvement upon the structure disclosed in Patent No. 912,770, issued to me on February 16, 1909.

The principal object of the invention is to simplify and otherwise improve upon like structures such as heretofore devised and to provide a seat which can be readily adjusted relative to the supporting bracket used in connection therewith so that, in applying the seat to a car wheel for the purpose of supporting a jack to be employed for lifting the journal box to remove the brass therefrom, the amount of adjustment of the jack necessary in order to effect the raising of the journal box, is reduced to the minimum.

Another object is to provide a device of this character which can be quickly applied to a car wheel.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings, the preferred form of the invention has been shown.

In said drawings:—Figure 1 is a view partly in elevation and partly in section of the jack support, the same being shown in engagement with the car wheel and supporting a jack in contact with a journal box. Fig. 2 is a perspective view of the supporting bracket of the device. Fig. 3 is a perspective view of the platform.

Referring to the figures by characters of reference, 1 designates a supporting bracket having downwardly extending bracing webs 2 extending therefrom, these webs being preferably triangular and having their inner or large ends inclined relative to the top of the bracket, as indicated at 3. Hooked jaws 4 extend from one end of the block 1 and are so proportioned as to engage the flange of a car wheel A while the inclined ends 3 of the webs 2 bear against the opposite face of the wheel, as clearly indicated in Fig. 1. Ears 5 extend from the block 1 at that end thereof farthest removed from the jaws 4 and additional ears 6 extend from the sides of the block close to the inclined ends 3 of the webs 2. The ears 5 are engaged by forked hooks 11 while ears 6 have openings therein for the reception of pins 9 for attaching clevises 10 thereto. Each clevis is engaged by a supporting chain 7. Two of these chains are preferably used, each chain being extended under one end of a platform 8 preferably formed of a single piece of metal. The free ends of the chains are adapted to adjustably engage the hooks 11.

In using the device the block 1 is placed upon the uppermost portion of the rim of the wheel A and the jaws 4 are hooked into engagement with the flange of the wheel. At the same time the inclined or large ends of the webs 2 are swung inwardly against the adjacent face of the wheel. The bracket is thus securely shifted transversely of the wheel. Moreover when downward pressure is exerted upon the outer end of the block 1, the parts 2 and 4 will grip the wheel with such strength as to positively hold the bracket against slipping along the wheel rim. After the bracket has been applied to the wheel the chains 7 are extended under the platform and then secured to the hooks 11. The platform 8 is thus supported at a desired distance below the journal box B and a jack, such as indicated at C, is mounted on the platform and under the box and adjusted so as to push upwardly on the box and thus lift it off of the axle. The brasses can thus be readily removed from the box and others substituted therefor after which, by removing the jack, the parts can be returned to their initial positions and the attachment readily removed from the wheel simply by lifting the block 1 upwardly therefrom.

It will be seen that the device is very simple and durable in construction, and, in view of its simplicity, will not readily get out of order.

What is claimed is:—

A jack support including a block, spaced hooked wheel flange engaging jaws integral with and extending beyond one end of the block, depending spaced webs integral with

the block and located in the same plane with the jaws, said webs and jaws coöperating to engage opposed portions of a wheel, flexible supports at the respective sides of the block, each support being secured at one end to one side, means for detachably and adjustably connecting the other end of each support to said side, a platform resting upon intermediate portions of the support and extending under the block, and a jack mounted upon the platform.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

HARVE T. ANDREW.

Witnesses:
A. C. COWELL,
ALICE A. MILLS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."