

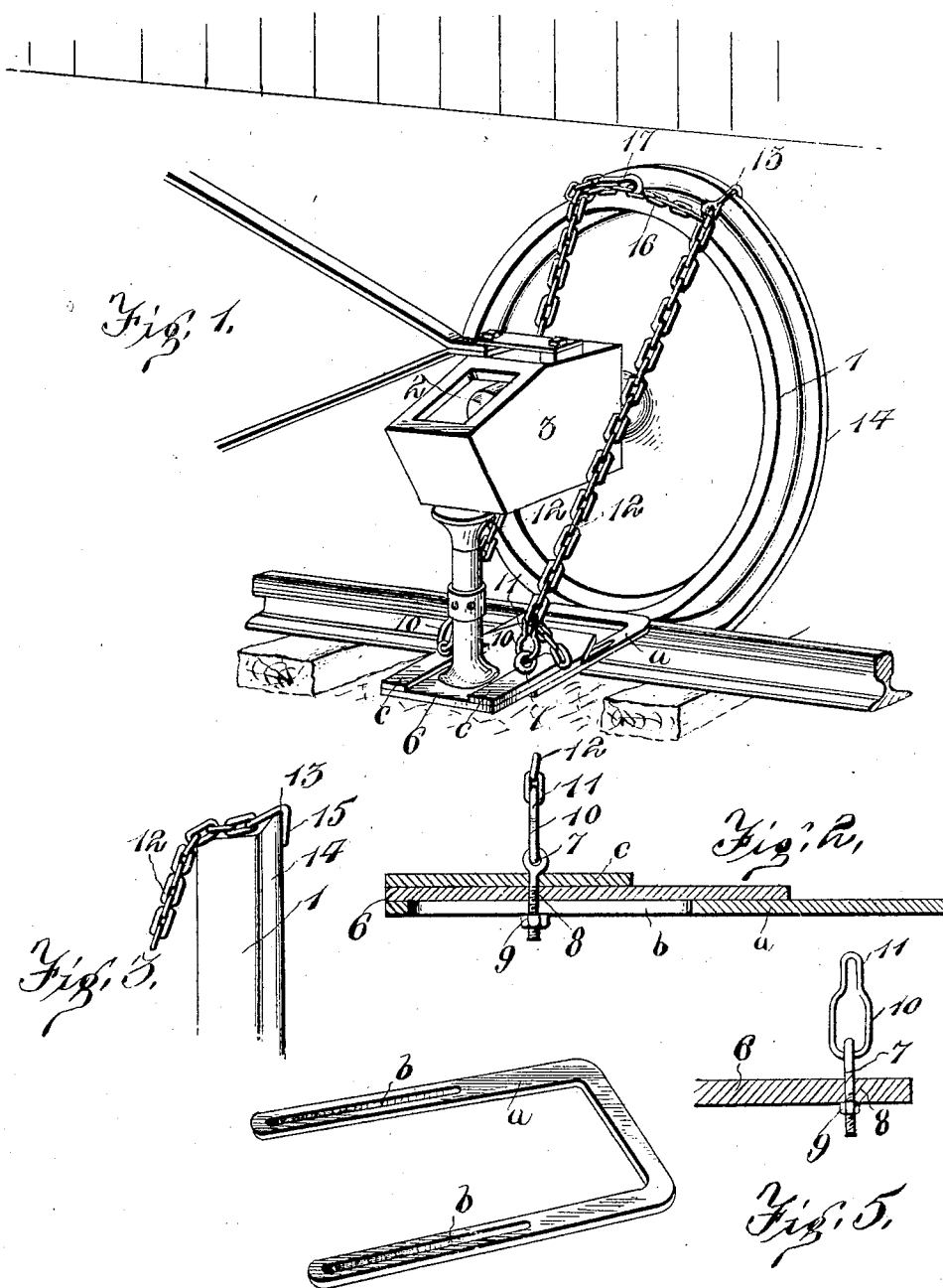
No. 809,584.

PATENTED JAN. 9, 1906.

J. J. SHANNON.

LIFTING JACK.

APPLICATION FILED JULY 29, 1905.



WITNESSES:

Forrest & Smith,
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Fig. 4.

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JOHN J. SHANNON, OF BANGOR, MAINE.

LIFTING-JACK.

No. 809,584.

Specification of Letters Patent.

Patented Jan. 9, 1906.

Application filed July 29, 1905. Serial No. 271,722.

To all whom it may concern:

Be it known that I, JOHN J. SHANNON, a citizen of the United States of America, residing at Bangor, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Lifting-Jacks, of which the following is a specification.

This invention relates to new and useful improvements in lifting-jacks, and more particularly to that class known as "rim-engaging," and is designed as an improvement on my Patent No. 785,981, granted March 28, 1905.

The object of this invention is to provide novel means to be employed in combination with a lifting-jack of any ordinary or preferred construction whereby the box of a railway-truck may be elevated independently of the wheel in order to remove the "brass."

It is a further object of this invention to provide means whereby the support of the jack may be adjusted with relation to the wheel to which it is applied.

Finally, an object of this invention is to provide a device of this character that will be simple in construction, efficient and satisfactory in use, and economical to manufacture.

With the foregoing and other objects in view the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail reference will be had to the accompanying drawings, forming part of this specification, wherein like characters denote corresponding parts in the several views, in which—

Figure 1 is a view in perspective of a fragment of a car, showing the invention applied thereto. Figs. 2, 3, 4, and 5 are detail views of different parts of the invention.

In the drawings, 1 indicates a truck-wheel, 2 an axle therefor, and 3 the journal-box, all being of any well-known construction.

6 is a block of wood or other suitable material and has near its opposite ends the opposed eyebolts 7, which are so secured to the block as to be free to rotate. Preferably these bolts pass through apertures 8 in the block and have their lower ends threaded to be engaged by the nuts 9, which bear against the under surface of a brace to be hereinafter described. By this means the eyebolts are removably secured to the block, the advantages of which are obvious. Loosely engag-

ing and held by the eyebolts are links 10. Each of these links is elongated and has an end portion 11, reduced. These links are adapted to engage the chain connections 12, the links of the chain being free to pass through the normal portion of the elongated link, but are effectually held by the reduced portion 11. By this arrangement the chain connections are easily and readily adjustably engaged to meet the many and various circumstances of practice. To one end of the chain connections are secured the hooks 13, which engage the flange 14 of the wheel. These hooks are bell-shaped, and their stems 15 terminate at a point slightly beyond the flange or at a point approximately centrally of the width or thickness of the wheel. By this means the weight on the hook is distributed equally over the whole wheel, and not at any particular point.

To hold the hooks 13 from slipping from position, a chain connection 16 is provided. This connection may be applied in any preferred or ordinary manner, but it is illustrated in the drawings as having one end linked to one of the chains 12, while the opposite end is provided with a hook 17, said chain embracing a second chain 12 and having a hook 17 engaging one of the links of the chain 16.

The brace *a* is approximately U-shaped and is of the same width as the block 6. The parallel members of the brace are each provided with an elongated slot *b*, through which passes one of the eyebolts 7. It is thought that the adjustment of the device is clearly apparent; but attention is directed to the fact that the strain of chains 12 will exert such a pressure or pull on the bolts 7 as to cause the nuts 9 thereof to bind against the brace, and thereby hold the brace against movement. It is to be understood that the nuts 9 are intended not only to hold the eyebolts in position, but to hold the brace from movement after it has been adjusted; but their action is greatly augmented by the strain or pull above mentioned. This brace *a* is intended to engage a rail or a wheel of the car and is so adjusted as to allow the block to be so positioned to permit the insertion of a jack beneath the end of a journal-box. The brace will prevent any swing of the block. The position or size of the journal-boxes of cars vary; but a device of this kind can be applied to any car.

It has been found advantageous in practice to apply reinforcing-strips *c* on the block

6. These strips may be of steel or any preferred material, and the eyebolts 7 pass there-through, the eyes of the bolts bearing against the strips when in operative position.

5 The brace *a* is preferably on the under surface of the block 6, while the reinforcing-strips *c* are on the upper surface; but their positions may be changed without affecting the utility of the device.

10 Having fully described my invention, what I claim as new, and desire to secure by Letters Patents, is—

1. In a device of the character described, a block, said block being adapted to support a jack and being independent thereof, connections on the block adapted to engage the rim of a wheel, and means carried by the block for adjusting said block with relation to the wheel.

20 2. In a device of the character described, a block, said block being adapted to support a jack and being independent thereof, connections on the block adapted to engage the rim of a wheel, a brace carried by the block to engage the wheel, said brace being adjustable with relation to the block.

3. In a device of the character described, a block, said block being adapted to support a jack and being independent thereof, connections on the block adapted to engage the rim of a wheel, a slotted brace adapted to engage

the wheel through the block and slots of the brace, the connections of the block engaging the eyebolts and causing them to bind against the brace.

4. In a device of the character described, a block adapted to support a jack, a brace for the block, said brace being approximately U-shaped, the parallel arms of the brace being slotted, eyebolts passing through the block and the slots of the brace, binding means for the eyebolts engaging the brace, and connections between the eyebolts and the rim of a wheel.

5. In a device of the character described, a block adapted to support a jack, a brace for the block, said brace being approximately U-shaped, the parallel arms of the brace being slotted, reinforcing-strips carried by the block, eyebolts passing through the reinforcing-strips, block, and slots of the brace, the eyes of the bolts bearing on the reinforcing-strips, binding means on the bolts engaging the brace, and connections between the eyebolts and the rim of a wheel.

In testimony whereof I affix my signature, in the presence of two witnesses, this 24th day of June, 1905.

JOHN J. SHANNON.

Witnesses:

LEWIS A. BARKER,
GERTRUDE A. DAVIS.