(No Model.)

S. W. FLEMING & J. W. RESSLER.

LIFTING JACK.

No. 513,774. Patented Jan. 30, 1894.

Fig. 1.

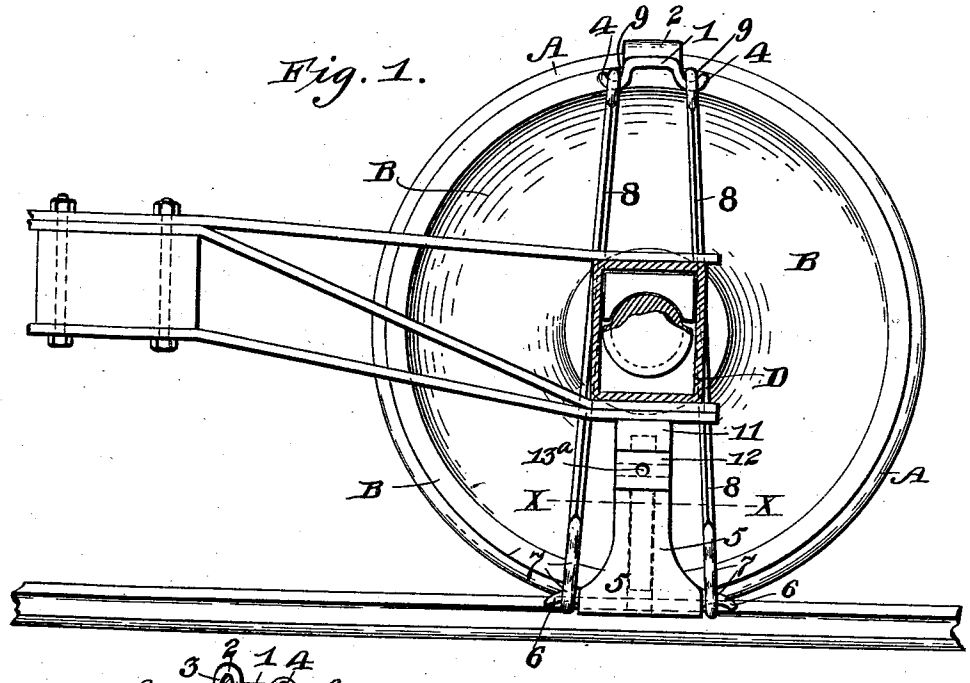


Fig. 2.

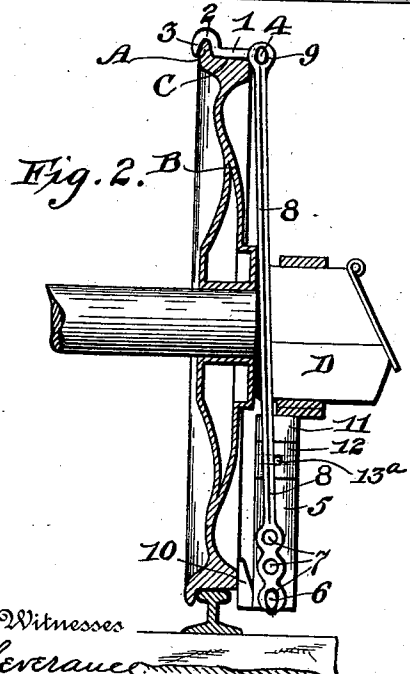


Fig. 3.

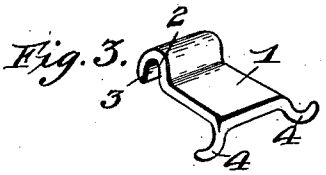


Fig. 4.

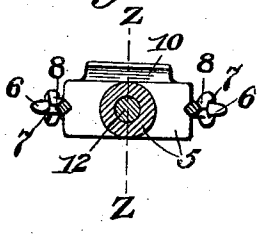
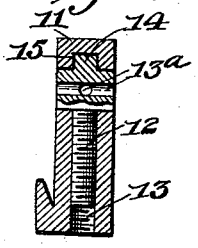


Fig. 5.



Witnesses
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SAMUEL W. FLEMING AND JOHN W. RESSLER, OF DELPHOS, OHIO.

LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 513,774, dated January 30, 1894.

Application filed May 29, 1893. Serial No. 475,860. (No model.)

To all whom it may concern:

Be it known that we, SAMUEL W. FLEMING and JOHN W. RESSLER, citizens of the United States, residing at Delphos, in the county of Van Wert and State of Ohio, have invented certain new and useful Improvements in Lifting-Jacks; and we 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Our invention relates to screw-lifting jacks, which are specially adapted to be used in lifting the axle boxes of railways cars when it is desired to remove or replace the brasses thereof, and for this purpose it consists of a suitable clip adapted to be caught over the tread of the upper side of the car wheel, and to support a block below the axle box, the said block receiving a screw bearing upon the under surface of the axle box, whereby, upon moving the screw upwardly from within the block, the axle box will be raised in respect to the car wheel and axle, permitting the desired manipulation, and it also consists in the construction, arrangement and combination of the several parts of which it is composed, as will be hereinafter more fully described and claimed.

Referring to the accompanying drawings in which corresponding parts are designated by similar marks of reference, Figure 1 is a side elevation of a jack constructed in accordance with our invention and shown in place to lift an axle box. Fig. 2 is a side elevation thereof. Fig. 3 is a detail view of the clip. Fig. 4 is a section on line X—X on Fig. 1. Fig. 5 is a vertical section on line Z—Z of Fig. 4.

The clip 1 has a groove 2 terminating in the lip 3, which is adapted to be placed over the flange A of the wheel B, the body of the clip resting on the upper side of the thread C thereof, the clip extending beyond the outer face of the wheel and being provided with the curved fingers 4, on each side thereof. The block 5 has fingers 6 in the sides of its base which enter eyes 7 in the lower ends of the hangers 8, one of the said hangers passing upwardly on each side of the axle box D, and having its upper end engaged by one of the fingers 4 of the clip 1, the finger projecting through the eye 9 in the upper end of the hanger. A series of the eyes 7 are formed in the lower ends of the hangers 8, so that by inserting the fingers 6 on the block in certain of the eyes 7, the block may be adjusted so that its top is at any desired distance below the lower surface of the axle box, and that irrespective of the diameter of the wheel. Upon the rear face of the lower end of the block a bracket 10 is secured, which by bearing upon the face of the wheel causes the block to stand out from the wheel and in a proper position to permit a cap 11 upon the top of the screw 12, working in the block, to bear upon the lower surface of the box D. The block has a vertical bore 13 therein which is threaded, and which receives the stem of the screw 12, the head of which is enlarged and provided with apertures 13^a to permit the introduction of levers to turn it. A stud 14 is centrally formed upon the upper surface of the head and is received in a central recess 15 in the base of the cap 11, the upper surface of which is adapted to be moved up against the lower surface of the axle box by the rotation of the screw, while upon a continuation of this rotation the axle box will be raised, thus permitting the removal or replacement of the brasses contained therein.

Having thus described our invention, what we claim is—

1. The combination with a suitable clip adapted to engage the flange of a car wheel, of hangers secured thereto and having a series of eyes formed in the lower ends, a block having a vertical bore therein, and having fingers on its side adapted to be inserted in the eyes of said hangers, and a screw contained in the vertical bore of the said block and adapted to bear upon the lower face of an axle box, substantially as described.

2. The combination with a clip adapted to engage the flange of a car wheel, of hangers having their upper ends secured thereto, a block mounted in the lower end of the said hangers and having a bracket thereon adapted to bear on the face of the car wheel, and

a screw working in the said block and adapted to bear upon the lower surface of the axle box, substantially as described.

3. The combination with a clip, having a flange therein and a lip thereon, the said lip and flange being adapted to engage the flange of a car wheel, and the body of the said clip being adapted to rest upon the tread of the wheel, fingers upon the said clip, hangers having their upper ends engaged by the said fingers and their lower ends provided with a series of eyes, a block having a vertical bore therein and having fingers upon its sides adapted to be inserted in the eyes of the said hangers, a bracket upon the base of the said block adapted to bear upon the face of the wheel, a screw working in the said block and provided with apertures by which it may be turned, and a cap mounted on the said screw and adapted to bear on the lower surface of the axle box, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

SAMUEL W. FLEMING.
JOHN W. RESSLER.

Witnesses:
ORRANGE G. GUSO,
ADAM JAMISON.