

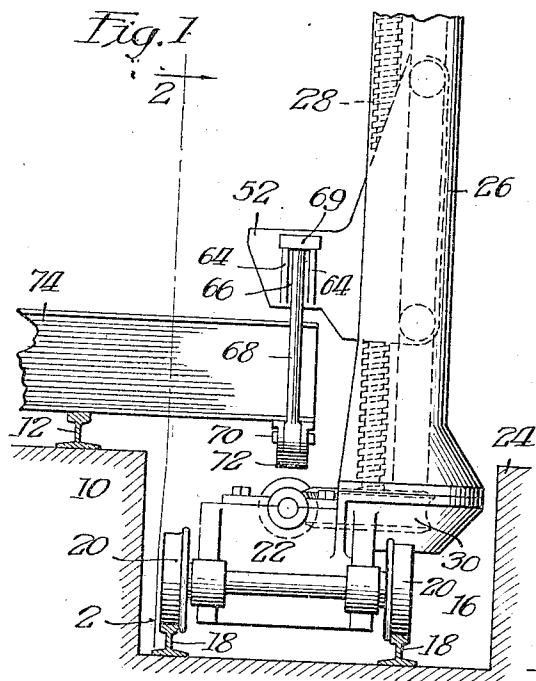
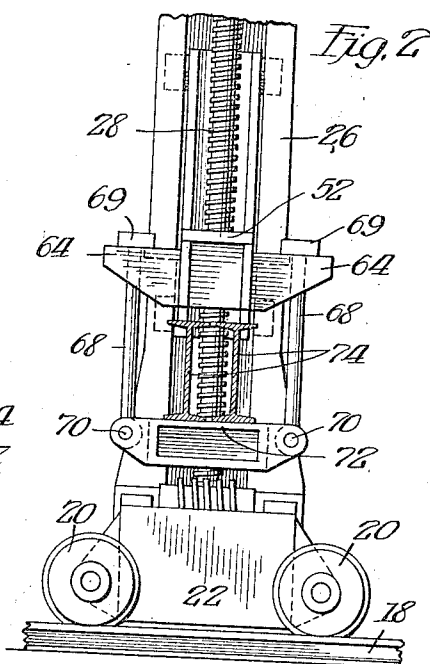
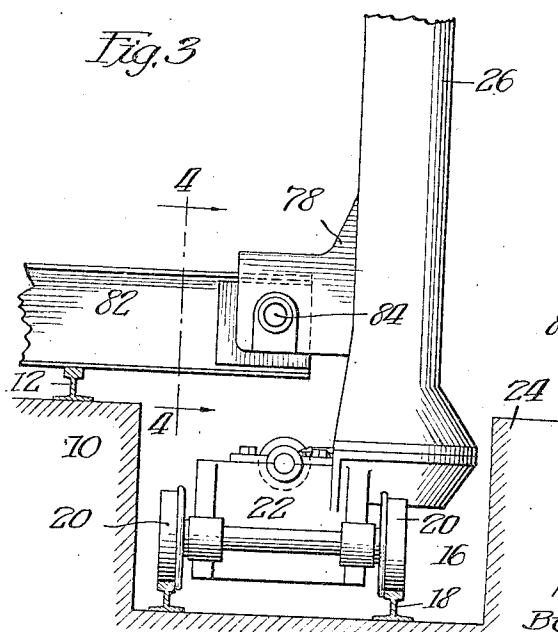
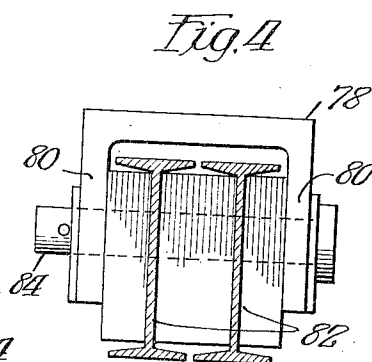
April 29, 1924.

S. T. SJOBERG

1,492,227

COMBINATION LOCOMOTIVE AND COACH HOIST

Original Filed May 7, 1921



Inventor
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UNITED STATES PATENT OFFICE.

SIDNEY T. SJOBERG, OF CHICAGO, ILLINOIS.

COMBINATION LOCOMOTIVE AND COACH HOIST.

Division of application Serial No. 605,320, filed December 6, 1922, which is itself a division of application Serial No. 467,734, filed May 7, 1921, now Patent No. 1,438,341, dated December 12, 1922. This application filed September 28, 1923. Serial No. 665,322.

To all whom it may concern:

Be it known that I, SIDNEY T. SJOBERG, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Combination Locomotive and Coach Hoists, of which the following is a specification.

This is a division of my prior application, Serial Number 605,320 filed December 6, 1922, which is itself a division of Patent 1,438,341 issued December 12, 1922, on an application filed May 7, 1921, Serial No. 467,734.

This invention relates to mechanism adapted for installation in car shops, selectively usable for lifting car bodies, which ordinarily neither require nor permit the use of a cross beam or girder under the car body, off from the car truck or for lifting a locomotive which because of its weight necessarily requires a cross girder extending over the rails and under the locomotive body.

The parent Patent 1,438,341 referred to above shows a device in which a cross beam under the load to be lifted is carried on the tops of oppositely disposed hooks, adapted to normally hook under a car body or the like, sustained and moved up and down by truck or trolley mechanism traveling in pits on opposite sides of the main track on which the car or locomotive to be lifted is located.

The object of this particular invention is to provide means for so suspending the cross beam under the load from the hooks that the top of the beam is at least as low as and preferably lower than the tops of the hooks, thereby reducing the depths of the pits in which the trucks or trolleys travel; with consequent saving in cost and other advantages unnecessary to detail here.

The invention consists in means for carrying out the foregoing and other objects which can be easily and cheaply made, which is satisfactory in use, and is not readily liable to get out of order. More particularly, the invention consists in features and details of construction hereafter more fully set forth in the specification and claims.

Referring to the drawings in which similar numerals represent similar parts throughout the several views:

Figure 1 is a side view showing in sec-

tion a fraction of a central foundation carrying the rails on which the car or locomotive to be operated on travels, the same bordered on opposite sides by truck pits (only one shown). This figure shows the invention of said co-pending first divisional application but it also shows certain conventional details of the hoisting machine used but not shown in connection with the present preferred construction of Figure 3.

Figure 2 is a side view of the mechanism of Figure 1 taken on approximately the line 2—2 of that figure.

Figure 3 is a view corresponding to Figure 1 of a preferred form of device, covered by the claims herein.

Figure 4 is a detail side view taken on the line 4—4 of Figure 3.

In carrying out this invention, the designer of the repair shop or other locality where the device is to be used, provides a concrete or other suitable base structure having a central portion 10 suitably supporting track rails 12 on which car or locomotive wheels (not shown) are adapted to travel and having on each side, outside the rails 12, suitably shaped and proportioned pits 16 carrying at their bottoms track rails 18 on which truck wheels 20 of the load lifting trucks 22 are adapted to travel parallel to the railroad rails 12. Outside of the pit 16 the constructor usually forms a working floor 24 in general on a level with the rails 12.

At least four trucks 22 should be ordinarily provided, two on the rails 18 on each side of the rails 12, one at each end of the car or locomotive. Conventionally rising from these trucks 22 are vertical masts 26 within which are lifting screws 28 suitably driven by any suitable means as for instance worm wheel mechanism 30, without novelty herein. Each lifting screw 28 is conventionally adapted to elevate and depress laterally projecting load carrying hooks 52 or 78, as the case may be. Each hook is adapted to have suspended from it the end of a cross beam 74 or 82, as the case may be, insertible over the rails 12, under the load to be lifted to directly engage some part of the load, say locomotive, to lift it off from its normal supporting mechanism.

In the form of the device shown in Figures 1 and 2, covered by the claims of ap-

plication 605,320 supra, hook 52, designed to, if desired, hook directly under the side of a car or the like, is provided on opposite sides with parallel spaced apart hooks 64, having between them U-shaped notches 66 entered by bolts 68 pivotally connected at 70 to a cross girder 72 passing under and supporting an adjacent end of the beam 74. The heads 69 of the bolts engage the tops of the hooks 64 and carry the load from them.

In the preferred construction of Figures 3 and 4, the hooks 52—64 are replaced by hooks 78, made of inverted U-shaped construction, as clearly shown in Figure 4, so that the side walls 80 of the hooks pass down over the beam 82 of this construction, and are secured thereto by transverse bolt 84.

In both of these constructions, the pits 16 do not have to be as deep as in the construction shown and described in said Patent 1,438,341. One method of operating either device is to assemble in front of or behind the object to be lifted a pair of jack mechanisms as shown with an intervening beam 74 or 82, as the case may be, suspended from its hooks, then, by means not entering into this invention, move the truck bodies 22,

carrying the beam to proper position under the locomotive, and finally by mechanism not entering into this invention, manipulate the screws 28 to elevate the beam and consequently the load.

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

1. In mechanism of the class described, a vertically extending mast, a hook reciprocable up and down the mast, and formed with a recess therein adapted to be entered by the ends of a beam, a beam extending laterally from the mast, having its end entering the recess, and means for securing the two together in that position.

2. In mechanism of the class described, a vertically extending mast, a hook reciprocable up and down the mast, and formed with a recess therein adapted to be entered by the ends of a beam, a beam extending laterally from the mast, having its end entering the recess, and a bolt passing through the hook and the intervening beam, for the purposes set forth.

In witness whereof, I have hereunto subscribed my name.

SIDNEY T. SJOBERG.

Certificate of Correction.

It is hereby certified that Letters Patent No. 1,492,227, granted April 29, 1924, upon the application of Sidney T. Sjoberg, of Chicago, Illinois, for an improvement in "Combination Locomotive and Coach Hoists," were erroneously issued to the inventor, said Sjoberg, whereas said Letters Patent should have been issued to *Whiting Corporation, of Harvey, Illinois, a Corporation of Illinois*, said corporation being owner of the *entire interest* in said invention, as shown by the records of assignments in this Office; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed and sealed this 15th day of July, A. D. 1924.

[SEAL.]

THOMAS E. ROBERTSON,
Commissioner of Patents.