M. SEXTON.

JACK BLOCK AND CAR WHEEL CLAMP.

APPLICATION FILED NOV. 7, 1910.

992,271. **Patented May 16, 1911.**

Fig. 1.

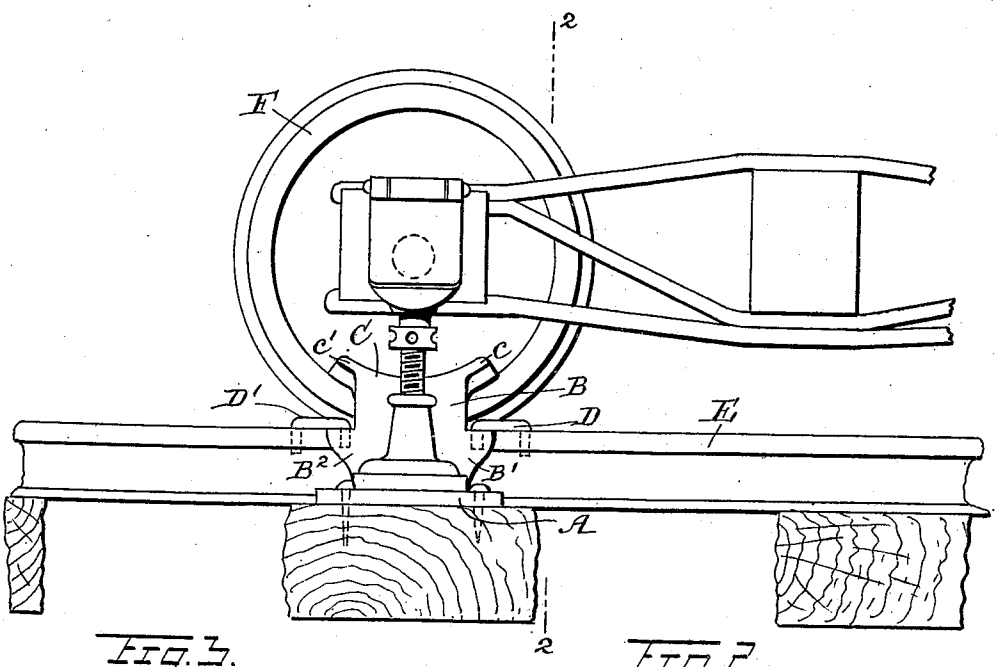


Fig. 3.

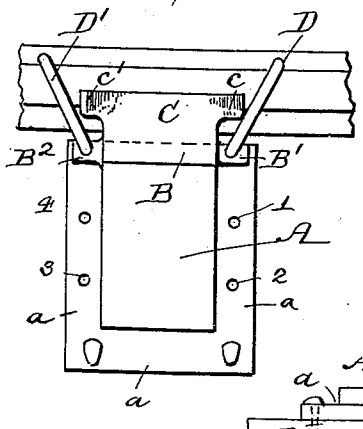


Fig. 2.

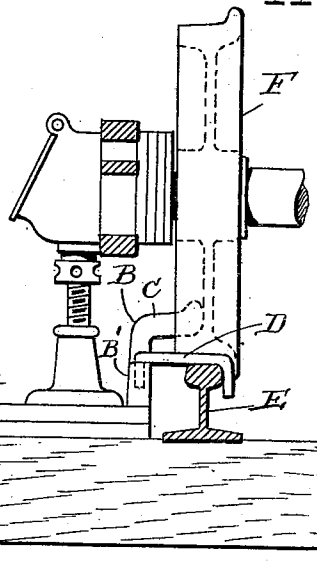
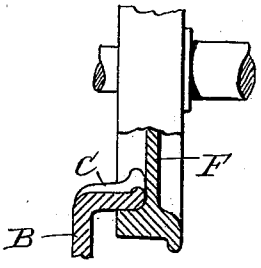


Fig. 4.



WITNESSES

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MARTIN SEXTON, OF BINGHAMTON, NEW YORK.

JACK-BLOCK AND CAR-WHEEL CLAMP.

992,271. Specification of Letters Patent. Patented May 16, 1911.

Application filed November 7, 1910. Serial No. 591,164.

To all whom it may concern:

Be it known that I, MARTIN SEXTON, a citizen of the United States, residing at Binghamton, in the county of Broome and State of New York, have invented certain new and useful Improvements in Jack-Blocks and Car-Wheel Clamps, of which the following is a specification.

My invention relates to improvements in rim engaging devices, jack blocks and car wheel clamps for holding the wheel of a car while jacking up the journal box to remove, renew or replace the journal bearings or brasses.

With these objects in view, my invention consists in certain novel features of construction and arrangement of parts as will hereinafter be fully described and pointed out in the claims, reference being had to the accompanying drawings in which—

Figure 1 is a front view showing a particular application of the device. Fig. 2 is a side view partly in section, and taken on the line 2—2 of Fig. 1. Fig. 3 is a plan view with the car wheel and screw jack removed, and Fig. 4 is a fragmentary cross section of a part of the device.

The same reference characters denote like parts in each of the several figures of the drawing.

In carrying out my invention, I provide the base A which is rectangular in form, and which has a flange *a*, having in it the perforations, 1, 2, 3, etc. Projecting from, and rigid with one end of the base A is the shank B, having the overhanging projection C to engage the inside of the rim of the wheel. The shank B is of the same width as base A, with its inner face flush with the edge of the base. The overhanging projection C is curved laterally with the extending projections, *c* and *c'*, so as to fit the curve of the surface of the inner rim of the car wheel. The body is made preferably of malleable cast iron or steel. The flange, *a* is perforated so as to permit of a spike being driven through the perforations to hold the projection C firmly against the rim of the wheel, and prevent the base A, under the great pressure, from slipping or sliding when in use. From each side of the shank B project two lugs, one on either side, to each of which are socketed the hooks D and D', which project and hook over the rail E, which hooks, in the changing position of the foundation of the body portion, A, in its use in many places and under various circumstances, enable the projection C to be held firmly in its place against the surface of the wheel F.

In ordinary use, when possible, the body is placed on the end of a cross tie with the end having the shank B adjacent to the rail, and the projection C projecting over and engaging the rim of the wheel on the inside, but it is not always possible to so have the wheel located exactly opposite the end of a cross tie to be used as the foundation of the base A. At such times a blocking may be put up as a foundation for the base A, such blocking has to be at times on an angle. The hooks are placed over the rail to aid in drawing the projection C against the wheel, and a spike inserted to also aid in holding the body in place by being driven through the openings in the flange. The jack is set on the upper surface of the body, close to the shank, and the journal box jacked up in the usual manner. The shank B and projection C during this operation, holding the wheel to the rail and relieving the upper journal bearing of the weight of the car, so that the wedge and the journal bearings and brasses may be replaced or renewed.

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

1. In a device to hold a car wheel to a rail in jacking up a journal box, a base or body portion composed of a flat surface, rectangular in form and having flanged perforated edges for the insertion of spikes or holding devices, an outward projecting shank at the end of the body, a laterally curved projection extending outward from the end of the shank to engage the wheel when the body rests on the rail sill or other foundation, said projection shaped to fit in the curved surface of the inner rim of the wheel and hinged means attached to the shank to engage the rail to hold the projection in engagement with the inner rim of the car wheel.

2. In a device to hold a car wheel to the rail in jacking up a journal box, a rectangular plate having a flat upper surface to seat the jack, flanged edges around the same, with perforations therein adapted for the insertion of means to hold the plate in place, a curved projection arranged at an elevation above the bottom of the plate to engage the surface of the inner rim of the wheel when

the plate is set on the rail sill or other foundation, and having a shank rigid with the upper surface of the plate, said shank being of full width of the plate, said curved projection extending in width beyond the edges of the shank, adapted to fit firmly into the curve of the wheel rim, coupling means extending from the shank to the rail, adapted to aid in holding the curved shank in firm engagement with the wheel rim.

In testimony whereof I have affixed my signature, in presence of two witnesses.

MARTIN SEXTON.

Witnesses:

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