(No Model.)

L. J. CRECELIUS.

RAILROAD TRACK JACK.

No. 251,415. Patented Dec. 27, 1881.

Fig. 1.

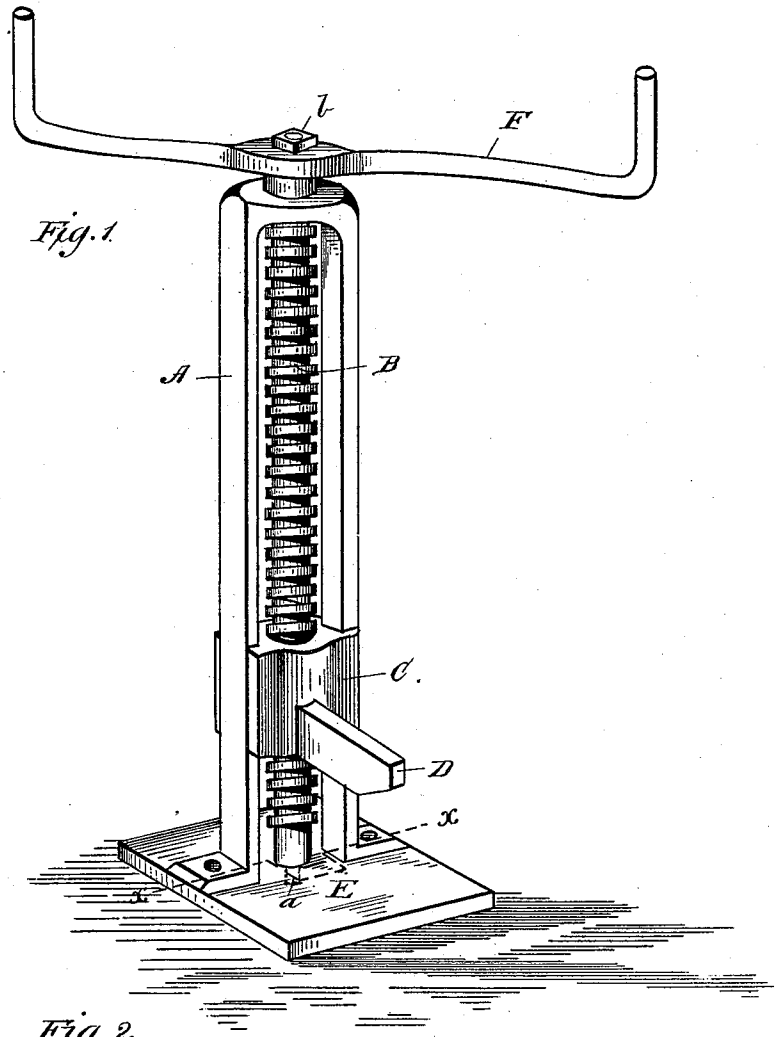


Fig. 2.

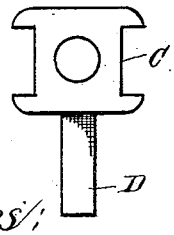
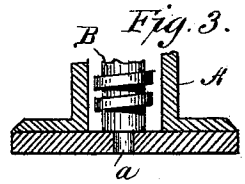


Fig. 3.



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UNITED STATES PATENT OFFICE.

LOUIS J. CRECELIUS, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO ANDREW WARREN, OF SAME PLACE.

RAILROAD-TRACK JACK.

SPECIFICATION forming part of Letters Patent No. 251,415, dated December 27, 1881.

Application filed December 1, 1881. (No model.)

To all whom it may concern:

Be it known that I, LOUIS J. CRECELIUS, a citizen of the United States, residing at St. Louis, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Railroad-Track Jacks, of which the following is a specification.

My invention relates to the class of jacks that are specially adapted to lifting track-rails; and it consists of an upright frame, a screw journaled at both ends in the frame, and a traveling nut carrying a lifting lug or lever, as will be hereinafter more fully explained.

Referring to the drawings making a part of this specification, and in which like letters of reference indicate corresponding parts, Figure 1 is a perspective view of the jack. Fig. 2 is a plan view of the traveling nut and lifting-lug, and Fig. 3 is a section on line X X, Fig. 1.

A represents the frame of the jack, which is in the form of an inverted U, and is made of one continuous bar of metal. The top is enlarged and provided with an aperture to receive the upper end of the screw. The lower portion is provided with outwardly-projecting lugs, one in each leg of the frame, and is secured to the base E by means of bolts or rivets which are passed through the lugs and the base.

The screw B is threaded, except at the top and bottom, and is provided at the lower end with a short tenon or pintle, *a*, which rests in a corresponding hole or recess in the bed-plate E. The screw B is journaled in the frame at the top, and may be provided with a shoulder resting upon the top of the frame; but I prefer to have the weight or resistance borne by the lower end of the screw, which rests in the bed-plate. The extreme upper end of the screw B is also provided with a tenon to receive the opening-lever F, which may be screw-threaded to receive a nut, *b*, which holds the lever in place.

I sometimes substitute a hand-wheel for the lever F, but do not desire to restrict myself to the use of either.

The traveling nut C is tubular in form, and is tapped to correspond with the thread of the screw, and is formed with two vertical flanges at each side, leaving a recess between them. These recesses fit the sides of the frame, and form ways for the nut as it is moved up and down. By the use of the traveling nut C, having flanges or bearings resting against the two sides of the frame A, the transverse pressure of the lifting-weight is jointly borne by the two sides of the upright frame and by the revolving screw, thereby avoiding the bending or breaking of the screw by reason of excessive transverse pressure when the load is being lifted.

A lifting lug or lever, D, is formed on the nut C, as plainly shown in Fig. 1 and also in plan in Fig. 2. By turning the lever F the screw is revolved in its bearings in the top of the frame and in the base E, but is not lifted; but the rotation of the screw lifts the nut C, which rides up or down on the frame as the lever is turned in one direction or the other.

The operation of the jack will be readily understood. The jack is placed on the road-bed by the side of the track, with the lug D underneath the rail to be lifted, and the turning of the lever or wheel accomplishes the work.

Having thus fully described my improvements, what I claim is—

1. A railroad-track jack having a suitable frame, a screw journaled in said frame at the top and bottom, and a traveling nut carrying a lifting lug or lever, substantially as set forth.

2. A railroad-track jack consisting of an inverted-U shaped frame, a base or bed plate, a screw journaled in said frame or base at the top and bottom, a traveling nut carrying a lifting lug or lever, and suitable bar or wheel, substantially as set forth.

3. In a railroad-track jack, a traveling nut carrying lifting-lever having ways in which it rides on both sides of the frame, and internally screw-threaded to adapt it to be raised and lowered by a rotating screw, substantially as described.

LOUIS J. CRECELIUS.

Witnesses:
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