

W. E. QUINN.

JACK.

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1,036,002.

Patented Aug. 20, 1912.

FIG. 1

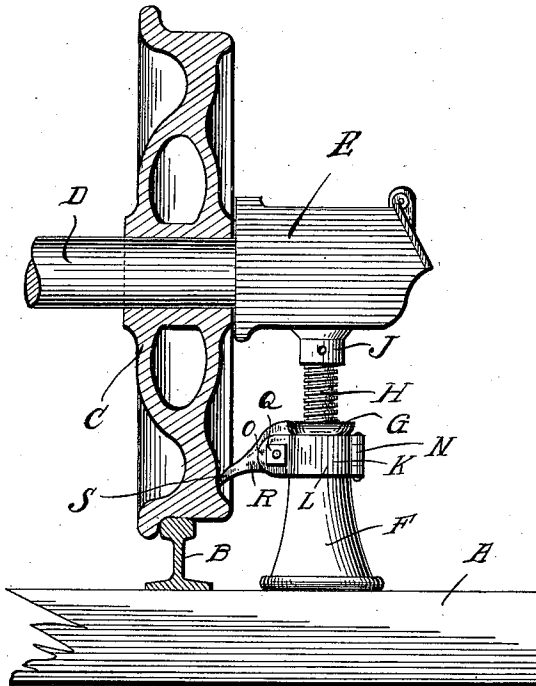


FIG. 3

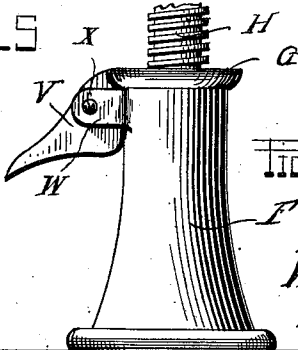
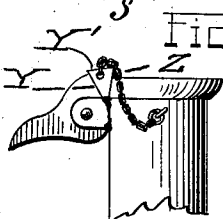
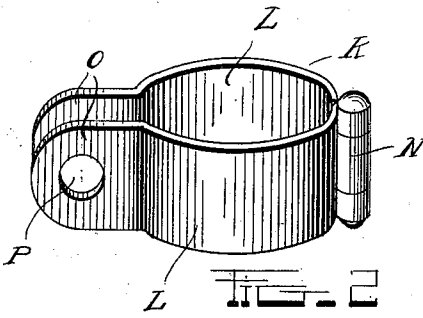
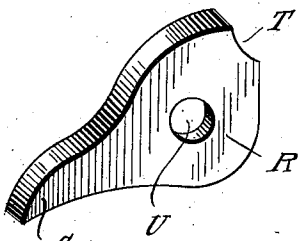


FIG. 4

WITNESSES

C. R. Hardy
W. E. Quinn

W. E. Quinn INVENTOR

By J. M. Moore
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM E. QUINN, OF SHREVEPORT, LOUISIANA, ASSIGNOR OF ONE-TENTH TO (MISS) GARLAND L. STRINGFELLOW, OF SHREVEPORT, LOUISIANA, ONE-TENTH TO JOHN M. ROBINSON, OF BAYOU LA CHUTE, LOUISIANA, AND GEORGE W. ROBINSON, OF SHREVEPORT, LOUISIANA, AND ONE-HALF TO J. W. ATKINS, OF SHREVEPORT, LOUISIANA.

JACK.

1,036,002.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM E. QUINN, a citizen of the United States, residing at Shreveport, in the parish of Caddo and State of Louisiana, have invented certain new and useful Improvements in Jacks, of which the following is a specification.

My invention relates to improvements in jacks, and refers particularly to an attachment for jacks for use upon journal boxes where it is necessary to remove the brasses from the heated journal boxes of the car trucks.

The leading object of the invention is to provide an attachment which can be applied and adjusted to any jack in use and which will prevent the car wheel from rising from the rail when the journal box is being jacked up.

Another object of the invention is to provide an attachment for jacks of the character named which will be extremely simple and durable in construction, inexpensive of production, and practical and efficient from every point of view.

To attain the desired objects, the invention broadly stated consists in the provision of an attachment for a journal box jack having a surrounding clamp or collar adjustable to the jack and a cam-shaped pawl carried by the collar and adapted to engage the outer face of the lower edge of the car wheel, at its lower end and having at its upper end a recess to fit against the flange of the top of the jack, and the invention further consists in the provision of a jack embodying novel features of construction and combination of parts for service substantially as disclosed herein.

Figure 1 is a front view of the jack in applied position upon a car wheel showing the car wheel in section. Fig. 2 is a perspective view of the attaching collar or clamp. Fig. 3 is a perspective view of the cam shaped pawl or arm used to hold the wheel down upon the rail, and Fig. 4 is a side elevation of a modified form of jack provided with my improvement. Fig. 5 is a side elevation of another modified construction of my invention.

In the drawings:—the letter A designates the railway tie, B the rail, C the car wheel,

D the axle, and E the journal box, all of well known construction.

The jack is of the usual type consisting of the pedestal base F having the flange G and the jack screw H, having the head J, which engages the journal box.

My invention is an attachment applicable to any jack now in use, which attachment is made independent of the jack and may be shipped in any desired quantities, and consists of a clamp or collar K, made up of two sections L, hinged together at N, and adapted to clamp around the pedestal base of the jack. The free end of each of the sections is formed with the ears O, provided with the alining openings P, through which the adjusting bolt Q passes.

The letter R designates the pawl or arm, the lower portion S of which engages the lower edge of the outer face of the car wheel. The upper portion of the pawl is provided with a recess T to enable the pawl to fit snugly against the flange G of the jack, and an opening U is formed in the pawl for the passage of the bolt Q, which thus retains the pawl in rigid position and prevents the wheel from rising from the rail when the journal box is being raised.

In the modified form of my invention, shown in Fig. 4, I form the pedestal base with the pair of ears W in which by means of the bolt X is mounted the arm or pawl V, which is of the same configuration as that used in the other form of my invention, and operates in the same manner. The advantage of this construction resides in the fact that the jack at the time of manufacture can be made with the ears and pawl, making the jack a highly efficient improvement without increasing the cost.

It will thus be seen that I produce a jack which can be made with the adjustable collar or with the pawl an intimate part and that the invention fills a long felt want in a perfect manner.

In the form of my invention shown in Fig. 5, I form the pawl with an inclined face Y, between which and the pedestal base of the jack fits the wedge Y', which wedge is connected with the base by a chain or connection Z, the wedge serving to hold the pawl in proper place upon the wheel.

I claim:—

1. In combination with a jack having a flange, a clamp embracing the jack and bearing against the flange, and a pawl pivoted
5 to the clamp and having one end tapered to engage a wheel and its other end formed with an upper cut-out portion to enable the pawl to fit snugly against the flange of the jack and a vertical edge to cause the pawl
10 to bear against the jack.

2. In combination with a jack having a flange, a pawl of triangular configuration pivoted to said jack, said pawl having its apex adapted to bear against a wheel and
15 having a portion of its upper corner cut away to fit snugly against the flange of the jack and the wall contiguous to said cut away portion resting flat against the jack.

3. In combination with a jack having a flange, a clamp embracing said jack adjacent said flange and comprising a collar having a hinge at one side, a pair of laterally disposed ears formed on the opposite side of the collar, and a triangular shaped pawl
20 pivoted in said ears and having its apex
25 engaging a wheel at a point substantially opposite the lower edge of the collar and having a portion of one of its sides cut away to form a recess in which the flange of the
30 jack is engaged.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM E. QUINN.

Witnesses:

J. G. TRIMBLE,

B. R. JONES.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."