

(No Model.)

J. C. CARBINE.
RAILWAY TRUCK JACK.

No. 446,378.

Patented Feb. 10, 1891.

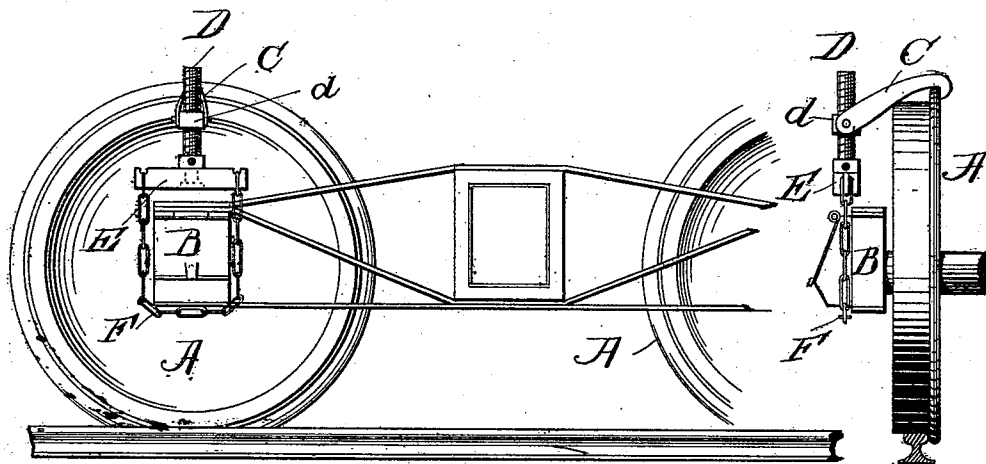


Fig. 1.

Fig. 2.

Witnesses

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JOHN C. CARBINE, OF ATLANTA, GEORGIA.

RAILWAY-TRUCK JACK.

SPECIFICATION forming part of Letters Patent No. 446,378, dated February 10, 1891.

Application filed October 10, 1890. Serial No. 367,732. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. CARBINE, a citizen of the United States of America, and a resident of Atlanta, in the county of Fulton and State of Georgia, have invented certain new and useful Improvements in Railway-Truck Jacks; and I do hereby 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 letters of reference marked thereon, which form a part of this specification.

This invention relates to jacks, and more particularly to the proper construction of such a device of this class as would be particularly adaptable to use in the process of removing the bearing-brasses from the trucks of railway-cars, furnishing, however, incidentally a jack which is applicable for general service where hoisting is desired through a small range of distance, the invention consisting in certain details and novel arrangement thereof, all of which will be hereinafter fully described, and the parts claimed as new will be specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a side elevation of a portion of the car-truck, showing my device attached. Fig. 2 is an edge view of the wheel, showing the grease-box, and the present invention in side elevation.

In the figures, like reference-marks indicating corresponding parts in the several views, A is the wheel, and B the grease-box, both of which are of the construction ordinarily found in railway-car trucks. The grapple C is so formed on its end as to hook over the flange of the wheel A, while its body rests

on the corner of the tire or tread of the wheel, its free end being bifurcated and carrying between the ends thereof the swivel-nut *d*, through which passes the screw D, which has swiveled to its lower end a cross-bar E, and has means for the engagement of a spanner or other wrench. The ends of the cross-bar E are provided with means for the engagement or attachment of the chain or stirrup F, which encircles the box B. Either the chain or stirrup may be employed; but the chain is preferred by reason of its flexibility and ease of adjustment as to length.

The operation of this device is as follows: The hook C is suitably engaged with the wheel while the chain F is passed around the box, and the screw D is revolved in the proper direction and will draw the cross-bar E toward the end of the grapple C, which will obviously not only raise the box B, but will hold the wheel down on the track, which latter is not the case when an ordinary screw-jack is employed in the operation.

I claim—

In a device of the described class, the combination of the grapple C, provided with a bifurcated end, the nut *d*, carried between said bifurcated ends, the screw D, passing through the said nut *d*, the cross-bar E, swiveled to the lower end of the said screw, and the chain F, attached to the said cross-bar, substantially as and for the purpose specified.

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

JOHN C. ^{his} × CARBINE.
mark

Witnesses:

A. P. WOOD,
C. R. BILBRO.