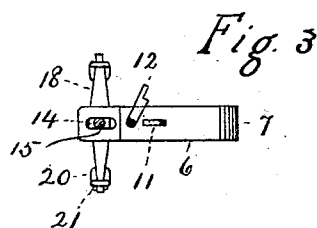
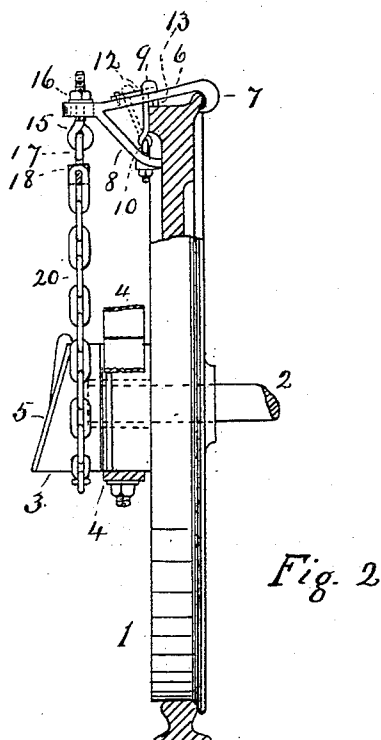
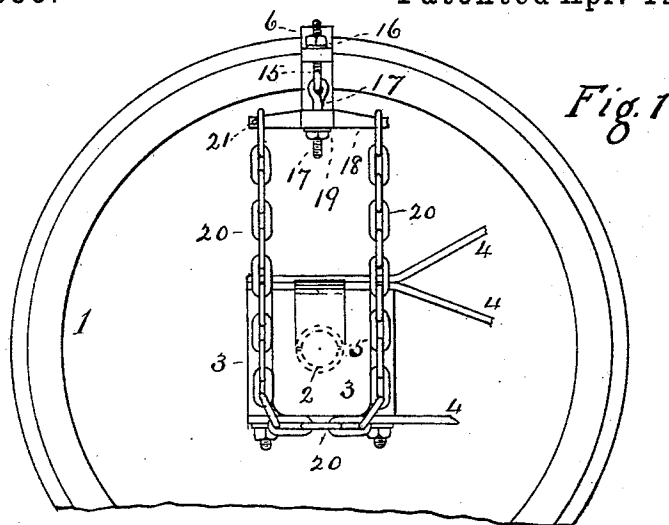


(No Model.)

E. E. TAYLOR.
JOURNAL BOX LIFTER.

No. 472,835.

Patented Apr. 12, 1892.



Witnesses:

R. Blume.
E. H. Godfrey

Inventor:

Emery E. Taylor
By his Attorney
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UNITED STATES PATENT OFFICE.

EMERY E. TAYLOR, OF MINNEAPOLIS, MINNESOTA.

JOURNAL-BOX LIFTER.

SPECIFICATION forming part of Letters Patent No. 472,835, dated April 12, 1892.

Application filed December 22, 1891. Serial No. 415,895. (No model.)

To all whom it may concern:

Be it known that I, EMERY E. TAYLOR, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Journal-Box Lifters, of which the following is a specification.

The object of my invention is the production of a simple and efficient device for lifting the boxes of axles, so that the bearings or "brasses" can be readily replaced; and the invention is designed especially for use in cases of "hot boxes" on railway-cars. In moving trains on long runs hot boxes are of frequent occurrence, and by the methods ordinarily in use—such as lifting by jacks, levers, &c.—delays of considerable length are the rule before the trains can be made ready to proceed. Such delays generally arise from the comparatively long time required in the use of the usual appliances for lifting the boxes to free the heated bearings, so that they can be replaced by others. By means of my improvement the boxes can be lifted in a brief space of time to free the brasses and the usual delays avoided.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation of a portion of a car-wheel, showing the lifting device in position for use. Fig. 2 is a side elevation of the same, and Fig. 3 a top view of the lifting device.

In said drawings, 1 designates a car-wheel, 2 its axle, and 3 its journal-box connected to the usual spring or other supports 4 and having a lid 5, covering an opening at the front of the box for giving access to the interior.

A bracket, consisting of a flat upper portion 6, having a downward hook 7 at its end and a lower brace portion 8, provides the support for the lifting device. The hook 7 is caught on the flange of the car-wheel over the axle and the end of the brace 8 is placed against the face of the wheel. To strengthen these parts, a hook 9 is pivoted in an eye 10, adjustably secured to the brace and extending through a slot 11 in the plate 6. A pivoted catch 12 on the top of the plate holds the

hook 9 firmly when the bracket is in place. In attaching the bracket the hook 9 is freed, so that it may swing back, as shown by dotted lines, Fig. 2, until the bracket is in place, when the hook is pressed against the rim of the wheel and secured, as shown by full lines, Fig. 2. A lug 13 at the under side of the plate serves as a bearing for the bracket on the periphery of the wheel-rim. The outer end of the bracket has an opening, preferably a slot 14, through which is passed an eyebolt 15, having a nut 16 on top of the bracket, and to this eyebolt is connected a similar bolt 17, which adjustably supports a yoke 18 by means of a nut 19 beneath the yoke. From the ends of the yoke is suspended a chain 20, one end of which may be secured on the yoke by means of a pin 21 and the other end connected by inserting the end of the yoke in a link after the chain has been passed around the sides and bottom of the box 3, as indicated in Fig. 1.

In using the device, after it has been attached to the wheel and box, as shown and described, the nut 16 or 19 is turned with a wrench to lift the box by raising the yoke and chain. This being done, the journal-bearings are freed and can be readily removed from the axle to be replaced by others.

Having described my invention, what I claim is—

1. A journal-box lifter consisting of a bracket adapted to be attached to the top of the wheel, and adjustable connections between the bracket and journal-box, whereby the latter can be lifted, substantially as set forth.

2. A journal-box lifter comprising a bracket consisting of one member adapted to engage the flange of a car-wheel and another member bearing against the face of the wheel and serving as a brace, and connecting devices between the bracket and journal-box, whereby the latter can be lifted by means of nuts and screws, substantially as set forth.

3. A journal-box lifter for car-wheels, consisting of a bracket having a portion for engaging the wheel-flange and a brace bearing against the wheel-face, a vertically-adjustable yoke connected to the bracket, and means

for connecting it to the journal-box, substantially as set forth.

4. A journal-box lifter for car-wheels, consisting of a bracket for grasping the upper
5 edge of the wheel and having a brace bearing against the wheel-face, a chain for engaging the journal-box, and means for con-

necting the chain to the bracket and raising or lowering it, substantially as set forth.

EMERY E. TAYLOR.

Witnesses:

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P. H. GUNCKEL.