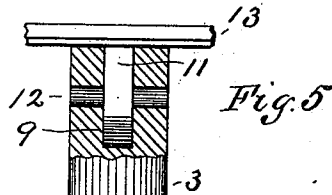
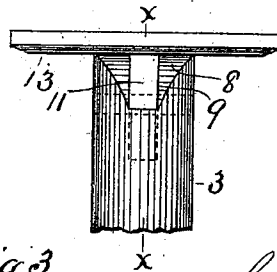
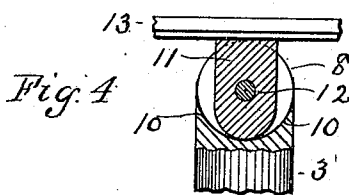
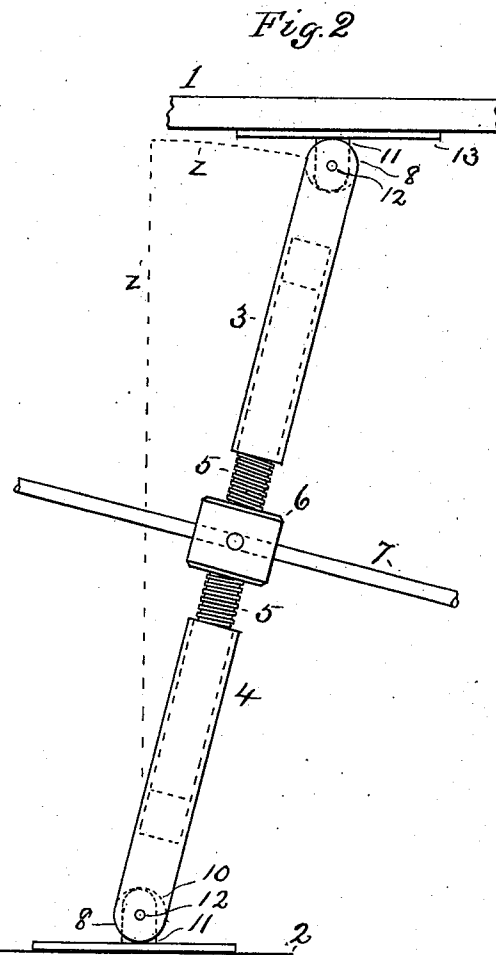
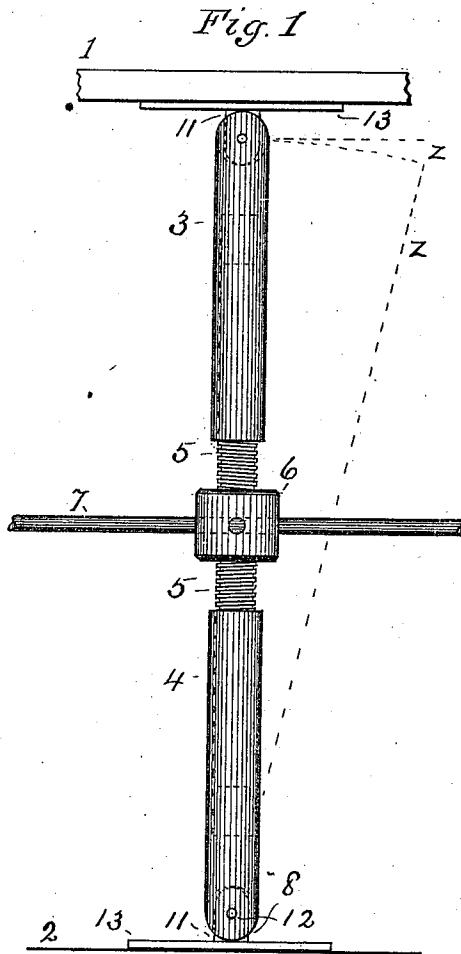


(No Model.)

G. F. PEARSON.
STREET CAR JACK.

No. 502,200.

Patented July 25, 1893.



Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE F. PEARSON, OF LOWELL, MASSACHUSETTS.

STREET-CAR JACK.

SPECIFICATION forming part of Letters Patent No. 502,200, dated July 25, 1893.

Application filed October 31, 1892. Serial No. 450,473. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. PEARSON, a citizen of the United States, residing at Lowell, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Street-Car Jacks, of which the following is a specification.

My invention relates to devices adapted to lift objects and move them laterally; and the principal object of the invention is to provide convenient means for replacing derailed street cars.

The device, stated generally, consists of a jack-screw having both its ends hinged or pivoted to plates or other devices one of which may be made to serve as the base and the other as the head, whereby a body supported by the jack may be first lifted and then moved in a curved course laterally and downwardly—the head and base of the jack being adapted to maintain their respective positions in parallel planes. Such device is particularly well adapted for use in placing on a track derailed street cars, for with it the car can be first lifted as much as may be required and then moved laterally on the jack as a pivot to its proper position on the rails. By the use of such device a derailed car can be quickly replaced and the delays and annoyances occasioned by the ordinary methods of replacing a car may be avoided.

My improvements are illustrated in the accompanying drawings, in which—

Figure 1 is an elevation of the device in position to lift a car or other object; Fig. 2 a similar elevation showing the device in inclined position, as it would appear in moving the car laterally; Fig. 3 an enlarged view of an end portion of the device; Fig. 4 a sectional view of the same, on the line $x-x$ of Fig. 3; and Fig. 5 a similar sectional view on a plane at right angles to that of the line $x-x$.

In the drawings 1 designates a portion of a car or other body to be moved and the line 2 the ground or base upon which the jack is made to rest. The jack consists of an upper portion 3 and a lower portion 4, each having screw-threaded sockets to receive the double, or oppositely threaded screw 5. At its middle the screw is fast to a head or nut 6, which when turned, serves to rotate the screw and

thus move it in the same direction in both the upper and lower sockets, and thus cause the two members 3 and 4 to approach or recede simultaneously as the head is turned in one direction or the other. A single screw instead of the double might be used, but the latter is preferable as it effects a saving of time. The preferred means provided for turning the head is a rod or lever 7 inserted in a hole extending through the head, but a spanner or other device may be used in place of the rod 7, or the head may be operated by pawl and ratchet or other means if desired. The outer ends of the jack members 3 and 4 are suitably rounded, as shown at 8, and provided with slots 9 which have their inner walls, 10, curved. In these slots are fitted tongues 11 having rounded ends that bear against the curved ends of the slots and are kept in place by pins 12 extending through the side walls of the slots. The pins are not intended to support the weight to be lifted and moved, but merely to hold the parts together and adapt them to turn on the pins as pivots. Each tongue 11 is rigidly secured to a plate or other suitable device 13. Both halves of the jack may be of exactly similar construction so that either end may be used as a base and the other as the head.

In use, in replacing a street car for instance, the jack is placed under the derailed end of the car and the screw turned by means of the head and lever until the car has been lifted the desired height when it can be moved manually toward the track. The base, of course, will remain in place on the ground and the top in place against the car bottom, so that the movement of the car will be an arc from a higher to a lower position as indicated by the dotted lines z in Figs. 1 and 2. The car may be thus lifted sufficiently to cause the wheel flanges to clear the rails and then be moved over and made to descend upon the rails.

Having described my invention, what I claim is—

1. A screw-jack, having a screw turning in internally and oppositely threaded upper and lower members having slotted curved outer ends, a base and a head each provided with a tongue for entering the appropriate end-

slot, and pins pivoting the tongues in place while permitting them to bear against the heads of the slots, substantially as set forth.

2. In a screw-jack, an upper and a lower
5 member having internal screw-threads in opposite courses, a screw adapted to work in the same and having a nut at its middle whereby both end members may be simultaneously moved in opposite directions, a base and a

head each having a tongue pivoted in an end- 10 slot in its appropriate member, whereby objects may be lifted and the jack swung laterally in a vertical plane only, substantially as set forth.

GEORGE F. PEARSON.

Witnesses:

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R. BLUME.