

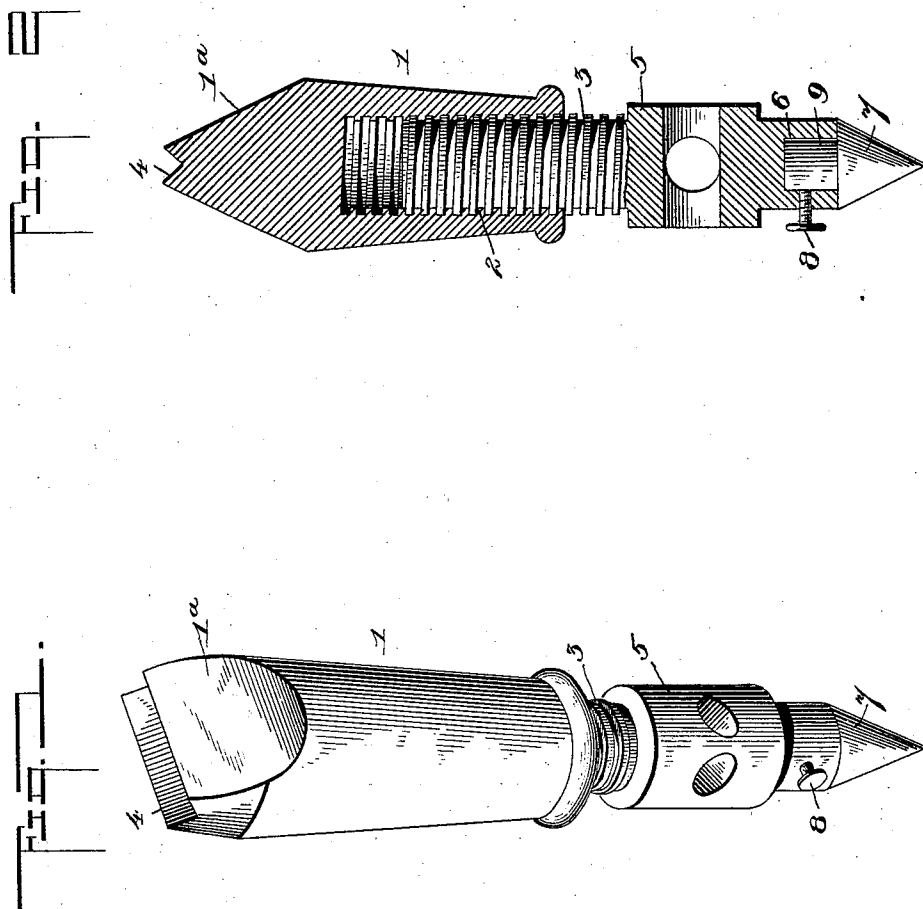
(No Model.)

A. B. BLY.

JACK FOR REMOVING JOURNAL BEARINGS OR BRASSES FROM AXLE BOXES.

No. 577,226.

Patented Feb. 16, 1897.



Inventor
Albert B. Bly

Witnesses

T. L. Morstatter

By *H. J. Riley* Attorneys,

J. F. Riley

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

ALBERT BYRON BLY, OF OTTUMWA, IOWA.

JACK FOR REMOVING JOURNAL BEARINGS OR BRASSES FROM AXLE-BOXES.

SPECIFICATION forming part of Letters Patent No. 577,226, dated February 16, 1897.

Application filed July 20, 1896. Serial No. 599,889. (No model.)

To all whom it may concern:

Be it known that I, ALBERT BYRON BLY, a citizen of the United States, residing at Ottumwa, in the county of Wapello and State of Iowa, have invented a new and useful Jack for Removing Journal Bearings or Brasses from Axle-Boxes, of which the following is a specification.

The invention relates to improvements in jacks for removing journal bearings or brasses from axle-boxes.

The object of the present invention is to improve the construction of jacks for removing journal bearings or brasses from axle-boxes, and to provide a simple, inexpensive, and efficient one, adapted to be readily employed at any point along the road, whether an axle is directly over a cross-tie or not, and capable of engaging the car-wheel and an axle-box and of enabling the latter to be readily raised sufficiently to permit a journal bearing or brass to be readily removed without liability of forcing a wheel off the rail.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a jack constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view of the same.

Like numerals of reference designate corresponding parts in both figures of the drawings.

1 designates a stock having an interiorly-threaded longitudinal socket or opening 2 for the reception of an adjusting-screw 3, which is adapted to be rotated to remove it inward and outward to increase the length of the jack in lifting the axle-box. The stock, which has its upper end oppositely beveled at 1^a, is provided between the beveled portions with an angular recess 4, adapted to engage the inside end of the axle-box or one of the arch bars or straps which extend across the bottom of an axle-box. The adjusting-screw, which is provided with a head or annular enlargement 5, has at its outer end a socket 6, in which is

arranged a shank of a substantially conical point 7, constructed of tool-steel and adapted to be placed in the recess at the outer side of a wheel. The shank 9 of the conical point is secured in the socket of the adjusting-screw by a set-screw 8, mounted in a threaded perforation of the adjusting-screw and engaging the said shank. The annular enlargement or head 5 is provided with perforations adapted to receive a lever or handle for rotating the screw.

In using the jack the point at the lower end of the screw is placed on a car-wheel at the bottom thereof, and the recessed upper end of the stock is arranged beneath the axle-box to be lifted with one of the straps or tie-bars which extend across the bottom of the axle-box, or may be applied to the inside end of the axle-box fitting in the recess or groove 4. The screw is then rotated to lengthen the jack, whereby the axle-box is raised sufficiently to enable the journal bearing or brass to be readily removed therefrom. As the point of the screw rests upon the wheel, there is very little friction on the latter caused by rotating the screw, and as the jack engages a wheel and the adjacent axle-box it may be readily used at any point along the road, as it is unnecessary to mount the jack upon the cross-tie or to block it up between two cross-ties.

It will be seen that the jack is exceedingly simple and inexpensive in construction, that it is capable of being advantageously employed on cars, and that it will enable an axle-box to be readily lifted sufficiently to permit the journal bearing or brass to be removed. Furthermore, it will be apparent that there is no liability of lifting a car-wheel off the rail in raising the axle-box.

What I claim is—

A jack comprising a stock provided at its lower portion with an interiorly-threaded opening or socket and having its upper end tapered and provided with a groove for engaging an axle-box or a tie-bar at the bottom thereof, the adjusting-screw fitting in the longitudinal socket or opening of the stock and provided at its lower end with a socket, a re-

movable conical point forming the bottom of the jack, adapted to engage the recess of a car-wheel and provided with a shank fitting in the socket of the lower end of the screw, and means for securing the shank in the socket of the screw, substantially as described.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in the presence of two witnesses.

ALBERT BYRON BLY.

Witnesses:

LEVI HILLS,

W. W. RANKIN.