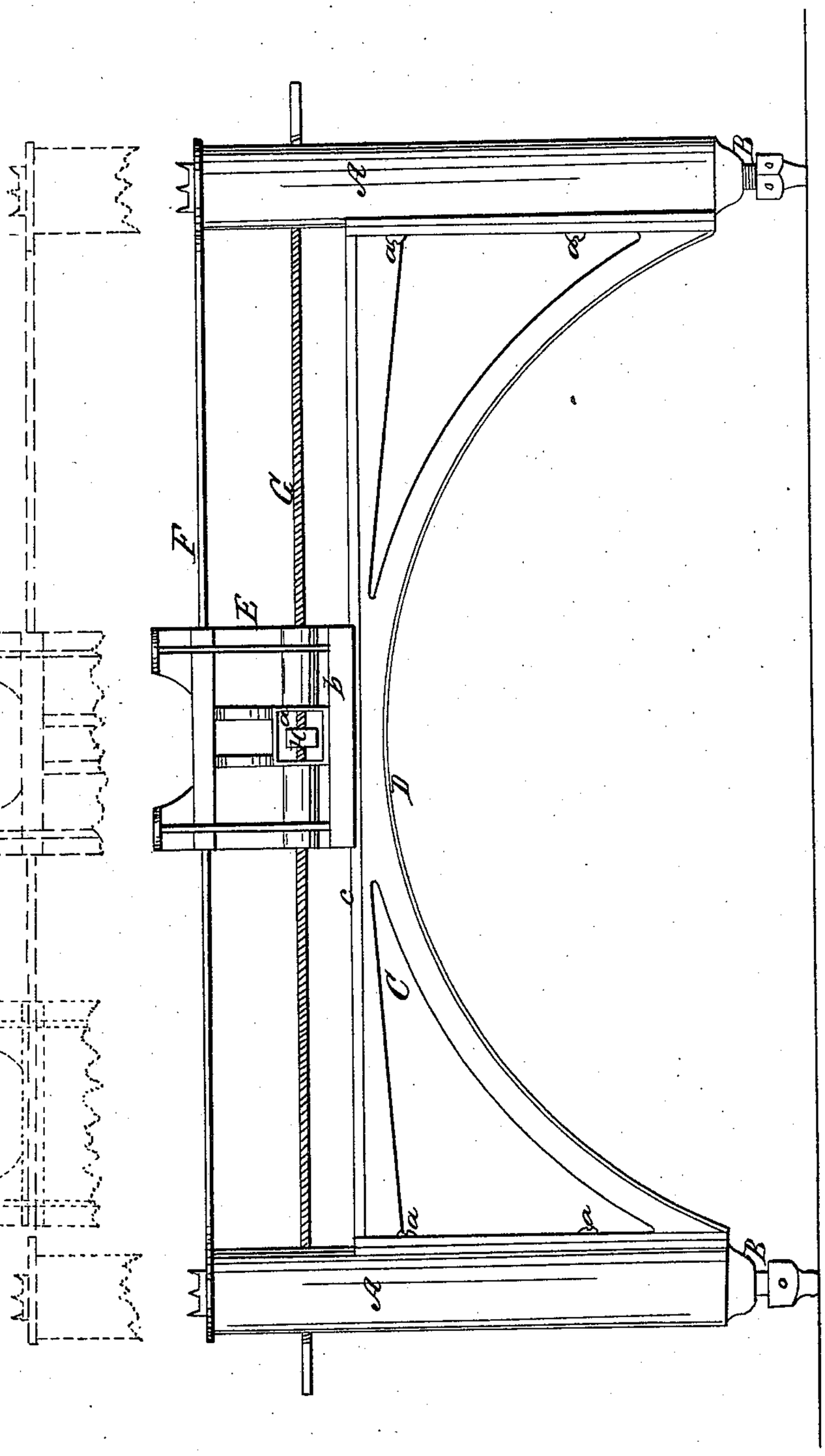
Carpenters Powers.

Lifting Jack.

No. 12,345. Patented Feb. 6, 1855.



UNITED STATES PATENT OFFICE.

NELSON B. CARPENTER AND JOHN POWERS, OF NEW YORK, N. Y.

LIFTING-JACK FOR MOVING RAIL-CARS.

Specification of Letters Patent No. 12,345, dated February 6, 1855.

To all whom it may concern:

Be it known that we, NELSON B. CARPENTER and JOHN POWERS, of the city, county, and State of New York, have invented a new and Improved Jack; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawing, making a part of this specification, said drawing being a front view of our improved jack.

The nature of our invention consists in the peculiar construction of the jack, as will be hereinafter shown and described.

To enable others skilled in the art to fully understand and construct our invention, we will proceed to describe it.

A, A, represent two screw jacks of ordinary construction, B B being the screws which enter the lower ends of the cylinders or bodies of the jacks. The two jacks are connected together by a frame C which is provided with an arch D to insure the requisite degree of strength. The jacks are secured to the frame C by bolts (*a*).

E represents a slide, the base or lower part (*b*) of which fits in the top horizontal bar (*c*) of the frame C. Near the upper part of the slide E, there is a longitudinal recess made entirely through it and a bar F passes through this recess, the ends of the bar being fitted to the tops of the jacks A A. The bar F fits loosely in the slide so that the slide may be moved along in either direction on the bar F and the top bar (*c*) of the frame C.

G is a screw rod which passes longitudinally through the slide E and transversely through the jacks A, A.

H is a nut which fits in a recess (*d*) in the slide, the screw rod G passes through the nut H.

The manner in which the jack is used will be readily seen. The slide E is placed underneath the weight to be raised and the screws B, B, of the two jacks A A are then turned and the two jacks A, A, frame C, and slide E with the weight will be raised or elevated, when the weight is elevated the desired height, the screw rod G is turned and the slide E with the weight upon it may be moved laterally either to the right or left according to the direction in which the screw rod is turned. The weight therefore may not be only raised but also moved laterally with the slide without a second adjustment of the jack.

The above invention is admirably adapted for adjusting cars upon rail road tracks, very far superior to the ordinary lifting jacks which only raise the car vertically upward and consequently the employment of sills or ways are required and a second adjustment of the jack to force the car laterally when raised upon the rails.

Our improved jack may be conveniently carried upon a locomotive as they need not exceed four feet in length, that is, the length of the frame between the cylinders of the jacks, and the implement is rather ornamental than otherwise. The improvement is also equally valuable for moving buildings.

We do not claim the jacks A A separately for they are well known and in common use. Neither do we claim the combining in the same machine of any mechanical powers for giving a vertical and lateral motion to the object or article to be adjusted, nor do we claim the slide E, separately or in itself considered, but

What we do claim as new and desire to secure by Letters Patent, is,

We claim the improved jack constructed substantially as herein shown and described, viz. connecting two ordinary screw jacks A, A, by a frame C, provided with an arch D, and having a slide E, fitted on the upper part of the frame C, the slide being connected to the frame as herein shown and operated by a horizontal screw G, for raising and adjusting rail road cars upon the track and other analogous purposes.

NELSON B. CARPENTER.
JOHN POWERS.

Witnesses:
S. H. WALES,
J. G. MASON.