

J. Fouser,
Lifting Jack.

Patented Nov. 13, 1855.

N^o 13,783.

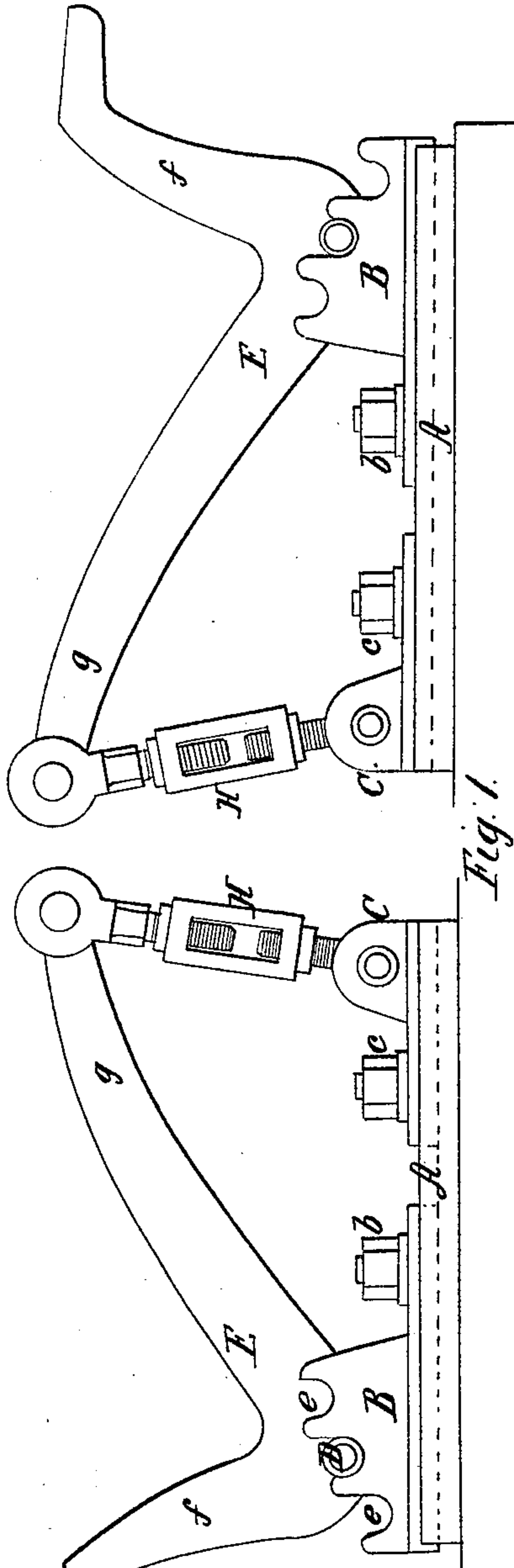
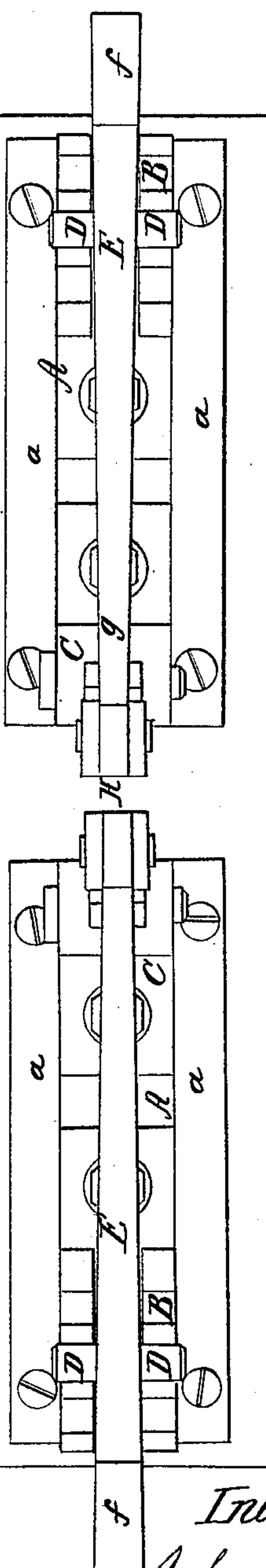


Fig. 1.

Fig. 2.



Witnesses;

Henry Howson
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UNITED STATES PATENT OFFICE.

JNO. FOUSER, OF PHILADELPHIA, PENNSYLVANIA.

SUPPORTING-JACK.

Specification of Letters Patent No. 13,783, dated November 13, 1855.

To all whom it may concern:

Be it known that I, JOHN FOUSER, of the city of Philadelphia and State of Pennsylvania, have invented a new and Improved
5 Apparatus for Supporting Locomotives and Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing and to the letters of
10 reference marked thereon.

My invention consists in arranging on a base plate two blocks to slide backward and forward, and which may be secured to the said plate at any position required. One
15 of these blocks I construct with several recesses, into either of which fits the pin which forms the fulcrum of a lever. One arm of the latter projects in one direction beyond the base plate, its point serving as a support
20 of the locomotive or car. The other arm extending in an opposite direction is connected at the end by means of a screw coupling to a second sliding block, the whole being so arranged that the point of the lever
25 which supports the locomotive or car may be raised or lowered or projected more or less forward at pleasure.

In order to enable others skilled in the art to make and use my invention I will now
30 proceed to describe its construction and operation.

On reference to the drawing which forms a part of this specification Figure 1 represents in elevation two of my improved adjustable supports placed one on each side
35 of a pit. Fig. 2, a ground plan of the same.

A is the base plate having flanges *a* on each side between which slide the blocks B and C, each block being furnished with
40 tightening bolts *b* and *c*. The block B has two sides in each of which are three or more recesses *e*, *e*, arranged above and in ad-

vance of each other for the reception of the pin D which forms the fulcrum of the lever E, one arm *f* of which projects and
45 acts as the support of the locomotive or car. The other arm *g* is connected by means of the screw coupling H to the block C. As the threads of the two screws which form this coupling are cut, one right and the
50 other left handed, it is evident that by turning the same in one direction or the other, the arm *f* of the lever E must be raised or lowered. By unscrewing the nuts *b* and *c* the blocks B and C may be slid backward
55 and forward and secured in the position required by again tightening the nuts. When it is required to elevate or lower the arm *f* of the lever to a considerable extent, the fulcrum D may with facility be placed in any
60 of the recesses *e* of the block B.

It is my intention to place two or more of the above described adjustable supports on each side of a pit so that the locomotive or car may rest on the points of the opposite
65 levers while the wheels or axles are being removed or other repairs are being made.

I do not desire to confine myself to any particular form of lever E, as far as regards its arm *f*, as the latter must be shaped
70 to suit the description of engine or car to be supported.

What I claim and desire to secure by Letters Patent however is—

The lever E with its sliding block B having any convenient number of recesses *e*,
75 in combination with the adjustable screw coupling H and its sliding block C arranged and constructed substantially in the manner and for the purpose herein set forth.

JOHN FOUSER.

Witnesses:

HENRY HOWSON,
THEODORE BERGNER.