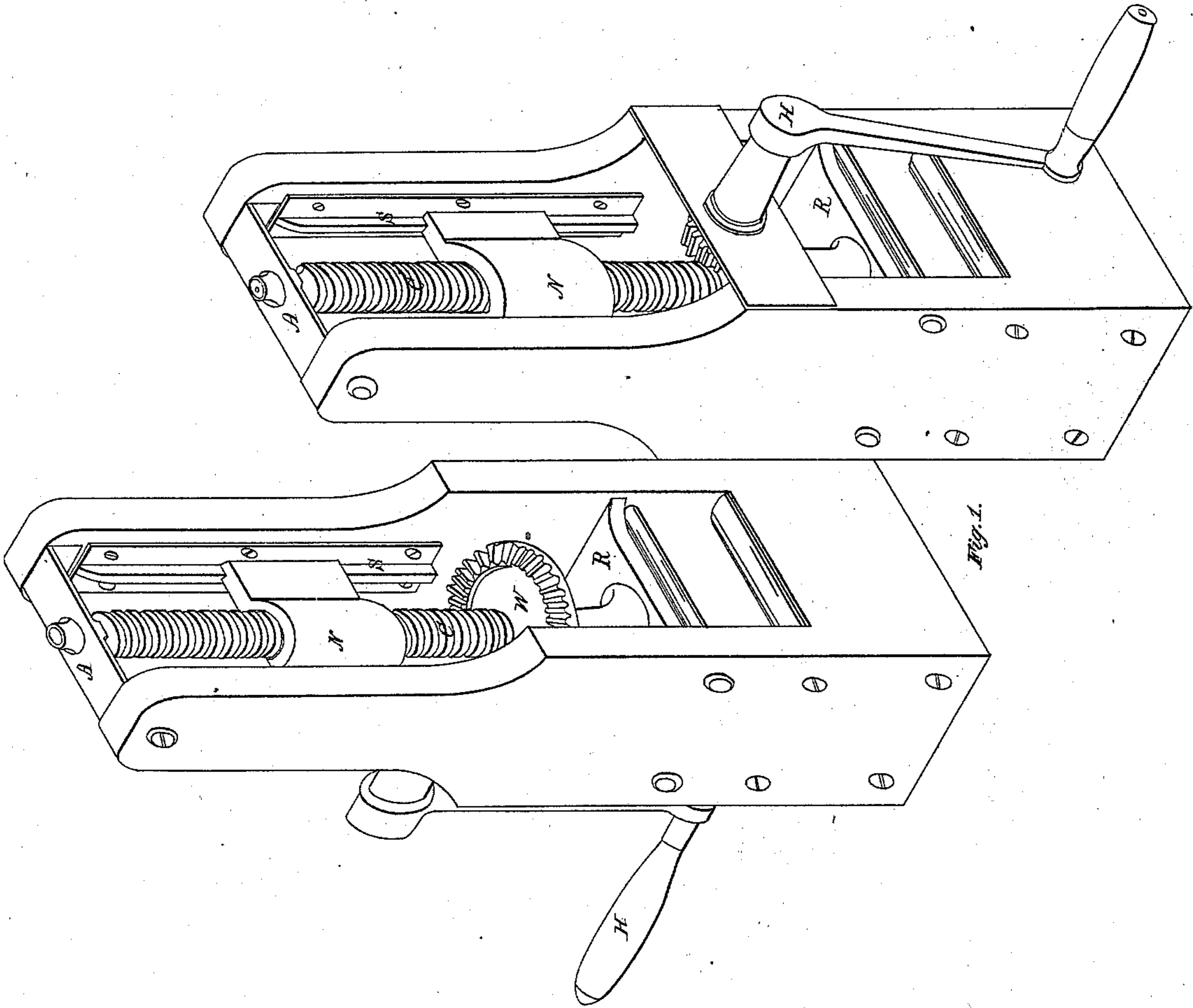
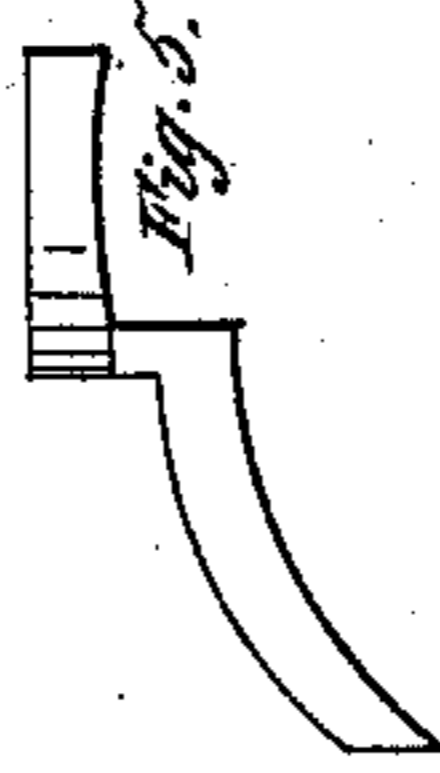
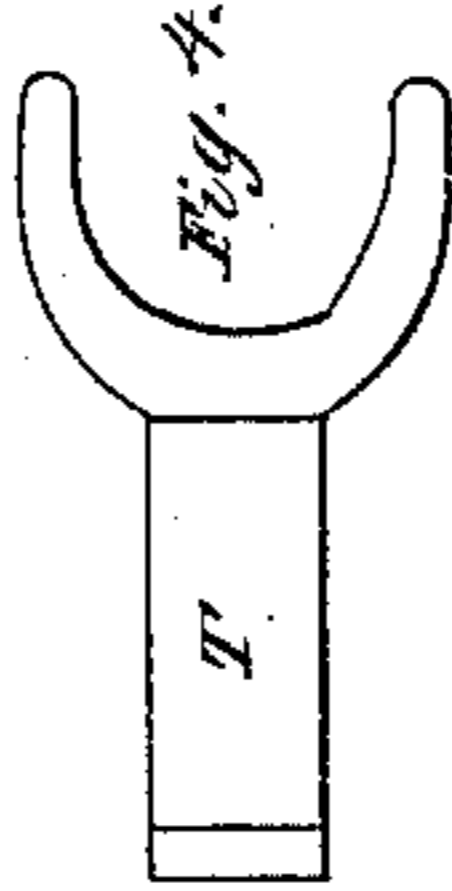
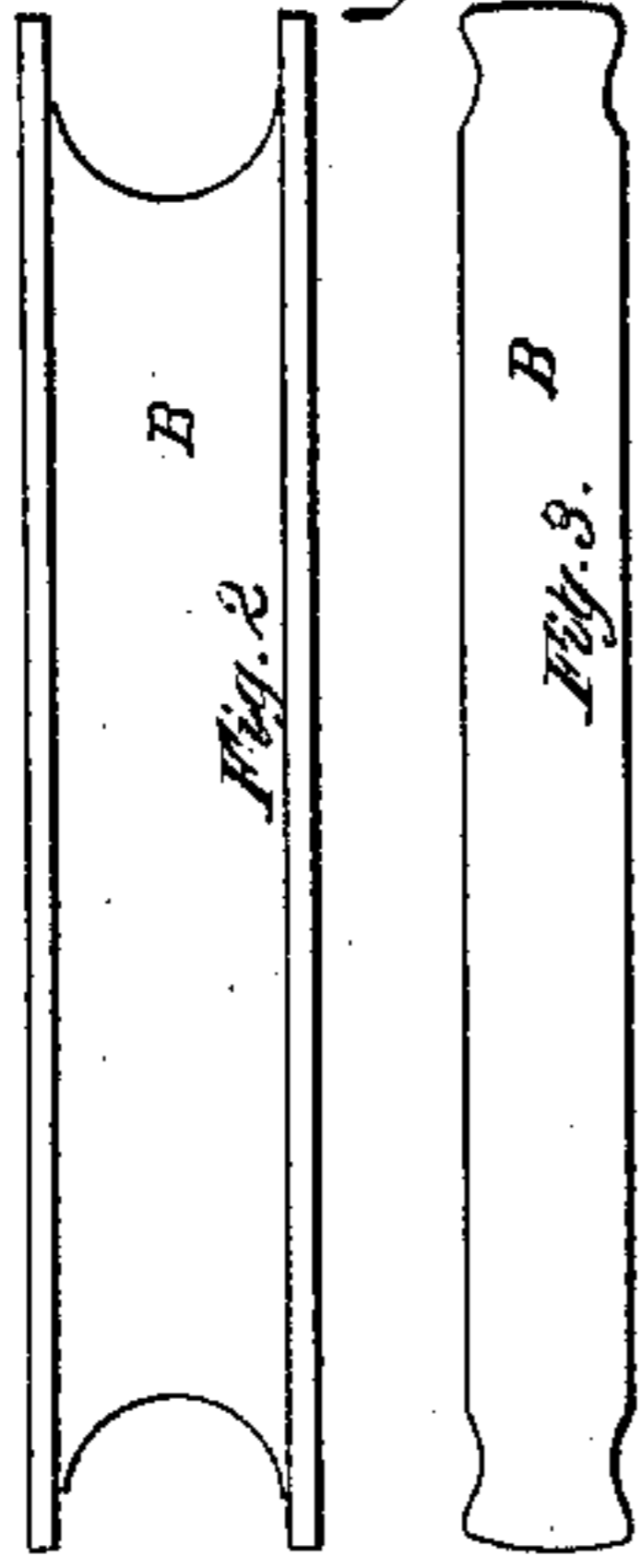


*J. C. Jackson,*

*Lifting Jack,*

*No 21,342,*

*Patented Aug. 31, 1858.*



# UNITED STATES PATENT OFFICE.

JOEL C. JACKSON, OF ROCHESTER, NEW YORK.

## LIFTING-JACK.

Specification of Letters Patent No. 21,342, dated August 31, 1858.

*To all whom it may concern:*

Be it known that I, JOEL C. JACKSON, of the city of Rochester, in the county of Monroe and State of New York, have made and  
5 invented certain new and useful Improvements in Jacks for Lifting Heavy Bodies, Particularly the Rolling Plants of Railways; and I do hereby declare the following to be a full and accurate description  
10 thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, same letters referring to like parts in all the figures.

15 Of said drawings Figure 1 is a perspective view of two of my jacks. Figs. 2, 3, 4 and 5 are details of certain parts which are separate from the jack not used in connection therewith.

20 The nature of this invention consists in a certain construction of jack whereby with the use of certain adjuncts thereto a railway car or any similar body may be raised to any desired height with a single lift or  
25 operation of the machine.

This jack as will be seen in Fig. 1 consists of a stout frame firmly put together. Across this frame at A and B are two plates which serve as supports to the screw C  
30 which rises vertically between them. This screw is thus stationary so far as any longitudinal motion is concerned but may be revolved by means of the pinion P attached to the crank handle H working in the wheel  
35 W attached to said screw. Upon the screw being thus rotated the nut N will be raised vertically in the slides S S and any body resting upon this nut may consequently be  
40 raised to any height within the limits of the machine.

In Fig. 1 two of these jacks are shown as standing together, and are represented in

the position they would occupy if the bar B, were laid across the nuts N N of each.

The mode of using this jack is as follows: 45 The bar B having been placed under the body to be raised and the nuts on the two jacks (one on each side) having been lowered so as to allow the ends of said bar to be placed on them, these nuts are simultaneously raised by the action of the bevel  
50 wheels and screw and of course the bar and with it the car or other body is raised likewise.

It will thus be seen that no limits are imposed upon the length of the screw C and consequently none upon the height to which  
55 any body may be raised by a single operation of the machine. With the old construction of jack on the contrary, in which the screw itself is placed below the body to be  
60 raised said body cannot be elevated more than the length of the jack when in its shortest form.

To adapt my jack to be used singly in  
65 raising railway cars, I use the forked connection shown in Figs. 4 and 5. This connection is so formed that the end T being inserted into the buffer-head of the car and the forks H H being placed on the nut N  
70 of the jack the same result is attained as if two jacks and the bar B were used.

Having thus described my invention what I claim therein as new and desire to secure  
75 by Letters Patent is—

The arrangement of the screw C, slides S S, and nut N in combination with the bar B or fork T in the manner and for the purpose substantially as described.

J. C. JACKSON.

Witnesses:

JOHN PHIN,  
JOHN G. FARGO.