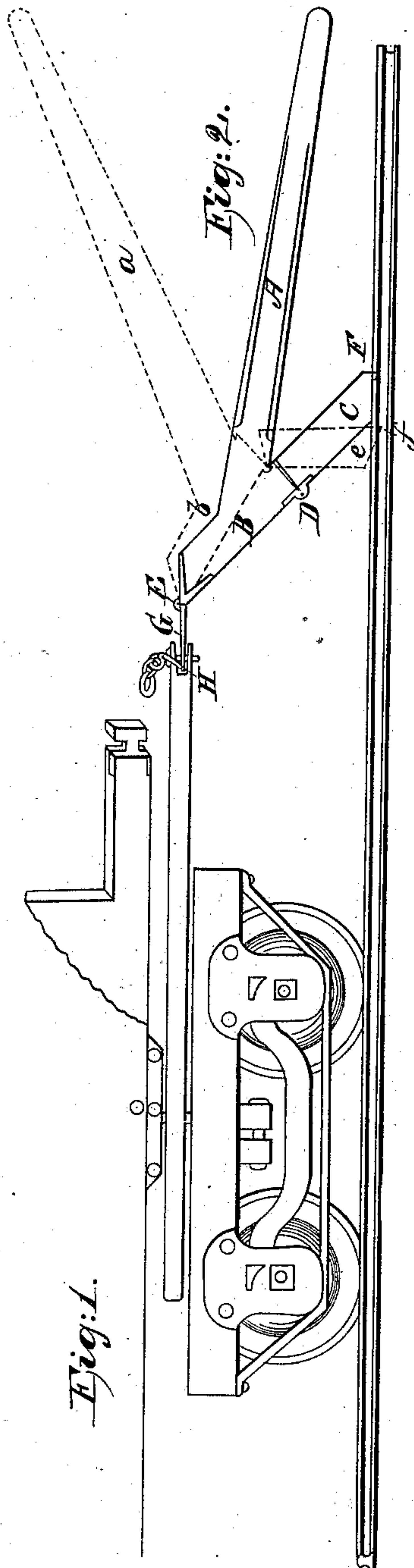


Railroad Car Jack.

No. 78,994.

Patented June 16, 1868.



Witnesses:
Arthur & Elly
Lewis Allen

Inventor:
Elias C. Patterson

United States Patent Office.

ELIAS C. PATTERSON, OF ROCHESTER, NEW YORK.

Letters Patent No. 78,994, dated June 16, 1868.

IMPROVEMENT IN RAILROAD-CAR JACK.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL TO WHOM IT MAY CONCERN:

Be it known that I, ELIAS C. PATTERSON, of Rochester, Monroe county, State of New York; have invented a new, useful, and improved Car-Jack; and I do hereby declare the following description and accompanying drawings to be an exact representation thereof, reference being had to the letters and figures marked thereon, which form part of this specification.

Figure 1 gives a side view and rear end of a car to which my invention is applied for use.

Figure 2 is a side view of my invention.

Similar letters of reference, in the different figures, indicate the same parts of my invention.

The object of my invention is to produce a jack by which one man can move cars on the track at freight-depots, warehouses, &c.; and its nature consists in a jointed brace, attached to the coupling-pin of a car, operated by means of a lever.

To enable others skilled in the art to understand, construct, and use my invention, I will describe the same, reference being made to the aforesaid drawings.

A represents the lever. B represents the upper half of the jointed brace, to which said lever is attached. C represents the lower half of the jointed brace. D represents the hinge which attaches the upper and lower braces together. E represents the hinge which attaches the upper brace to the coupling-rod. F represents the claw on the bottom of the lower brace. G represents a rod, by which is attached the jack to a car. H represents the coupling-pin of the car.

The lever and jointed brace are made of strong, hard wood, about four inches square. The length of the brace is about two feet each, making four feet length of brace. The length of lever to be about ten feet. This lever is attached to the upper brace by means of bolts, making the lever and upper brace all in one piece, so that as the lever is raised, as shown by the dotted lines, *a*, it raises the upper brace, bringing the foot of the under brace forward, which is brought back by the lowering of the lever, forcing the car forward as the jointed brace is straightened.

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

The jointed brace B and C, operated by lever A, substantially as described.

ELIAS C. PATTERSON.

Witnesses:

ATHEAN C. ALLYN,
LEWIS ALLYN.