

(No Model.)

L. FRITZ.
CAR JACK.

No. 582,468.

Patented May 11, 1897.

Fig. 1.

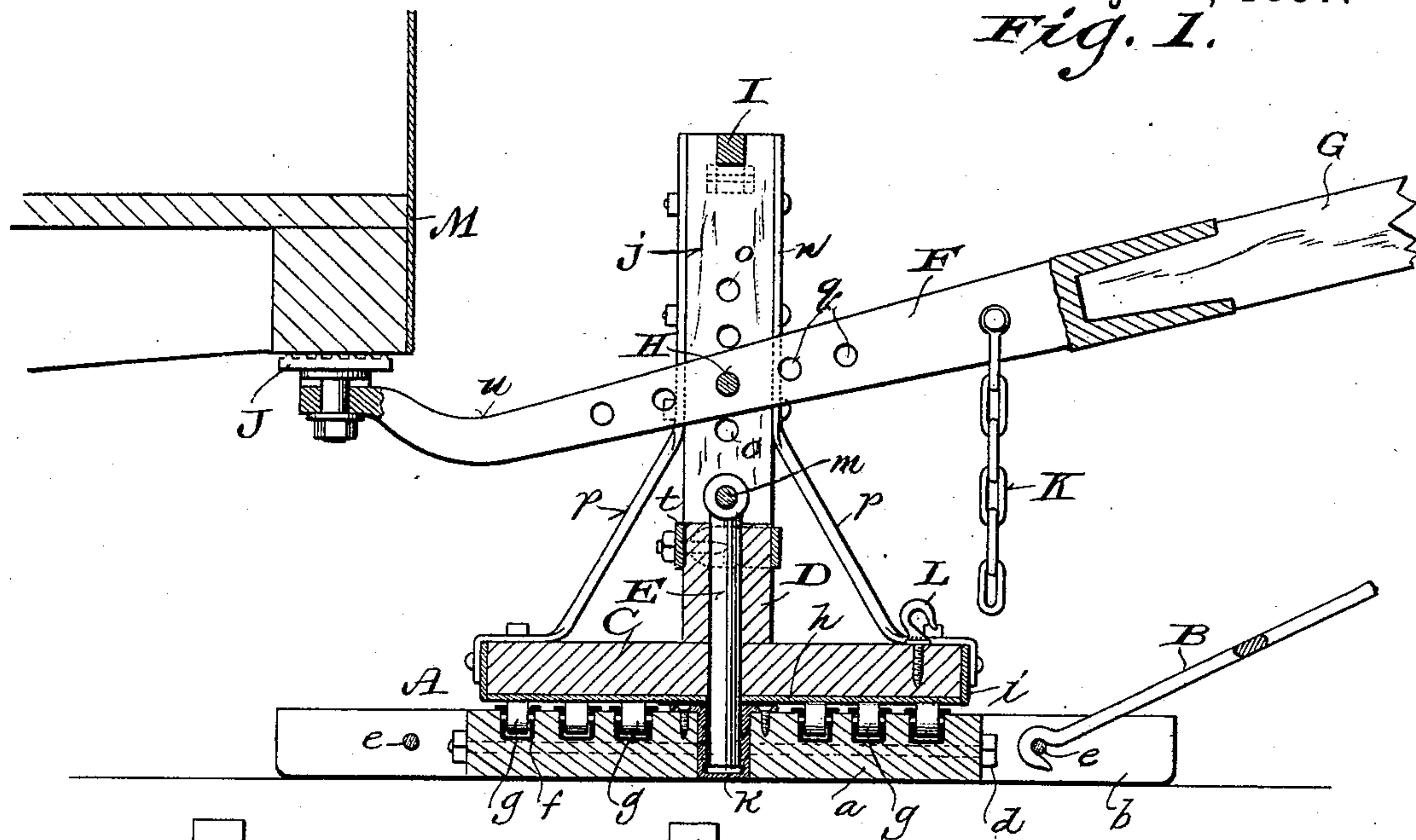


Fig. 2.

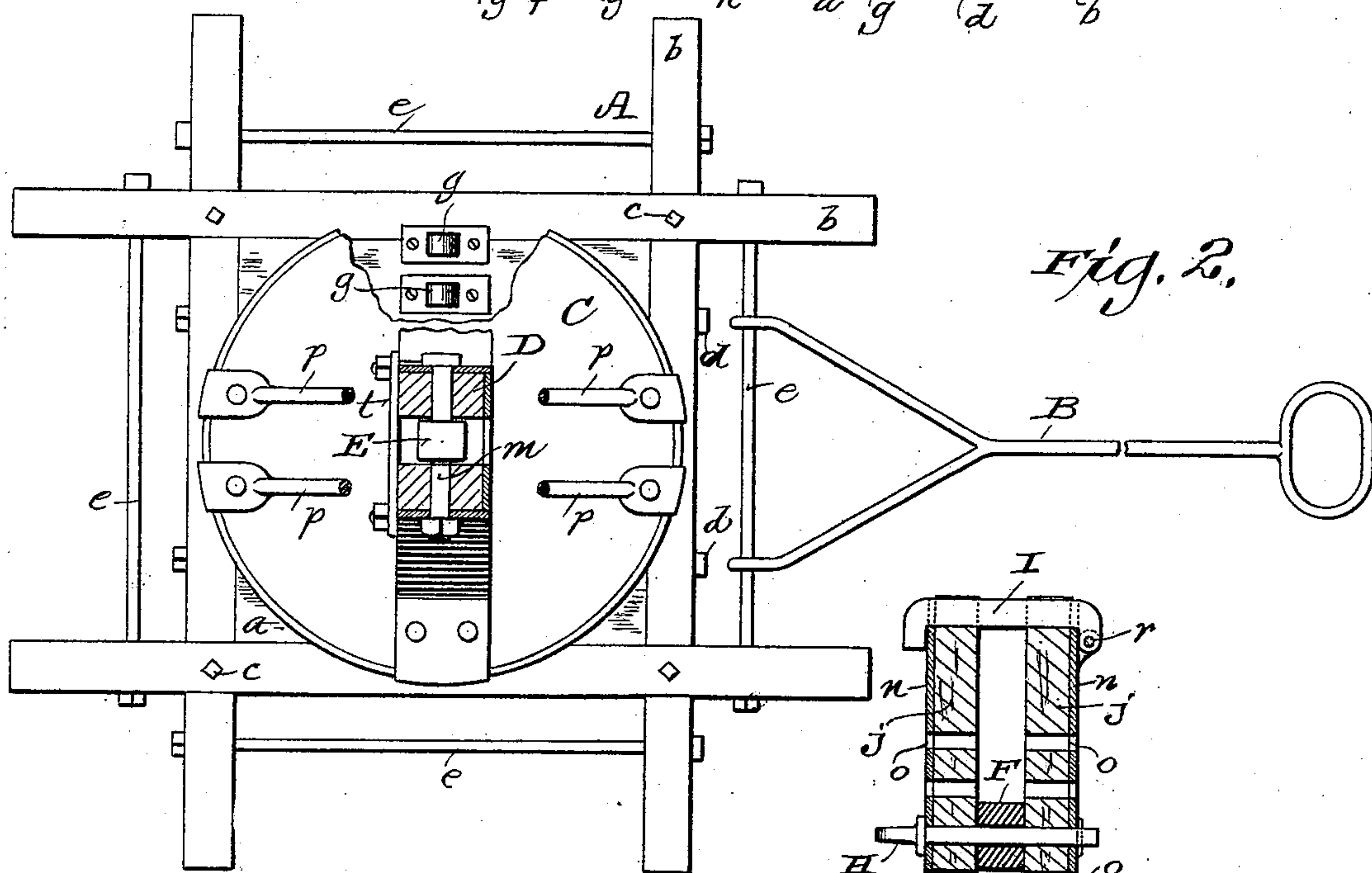
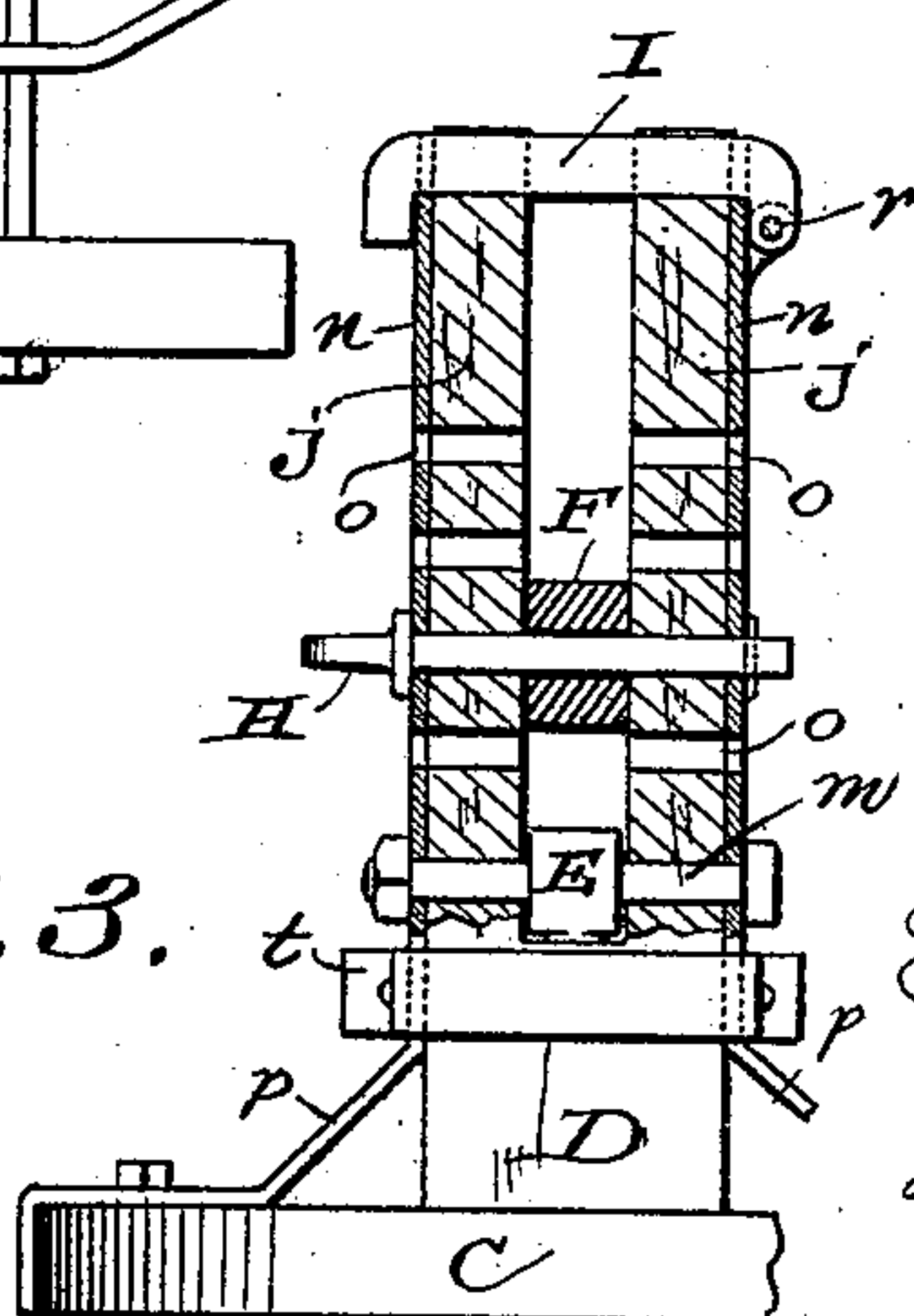


Fig. 3.



Witnesses:
Geo. W. Young;
B. C. Roloff

Inventor:

L. Fritz

By H. G. Underwood
Attorney

UNITED STATES PATENT OFFICE.

LEOPOLD FRITZ, OF MILWAUKEE, WISCONSIN.

CAR-JACK.

SPECIFICATION forming part of Letters Patent No. 582,468, dated May 11, 1897.

Application filed March 10, 1897. Serial No. 626,768. (No model.)

To all whom it may concern:

Be it known that I, LEOPOLD FRITZ, a citizen of the United States, and a resident of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Car-Jacks; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates especially to devices for replacing railway-cars upon their tracks when they have accidentally left the same; and it consists in certain peculiarities of construction and combination of parts, as will be fully set forth hereinafter and subsequently claimed.

In the drawings, Figure 1 is a vertical central sectional view of my device, showing its mode of operation. Fig. 2 is a partly-sectional plan view, and Fig. 3 is a transverse vertical sectional view of a portion thereof.

Referring to the drawings, A represents the movable platform of my device, which is intended to be placed adjacent to the end of the car to be moved. This platform consists, preferably, of a solid center *a*, (which may be of wood,) framed with cross-beams *b b*, secured together by bolts *c c* and cross-ties *d d*, and there being preferably additional cross-ties *e e* between the projecting ends of the cross-beams, whereby the platform may be drawn or moved about to the desired points by the hook B. The upper face of the solid center *a* is provided with recesses *f f* for the reception of series of antifriction-rollers *g g*.

It is obvious that the platform may be cast or otherwise formed in whole or in part of metal, but the construction described is the preferable one.

C is a horizontal revolving disk formed, preferably, of wood, but, if of wood, with a metallic base *h*, and having, preferably, a metallic band or periphery *i*.

D is a standard rising from the center of said disk, the upper part of said standard being divided, as shown at *j j*.

E is a pivot-pin extending downward through a vertical opening in the lower part of the standard D and projecting into a socket *k* in the center of the platform A, said pin E having an eye in its head through which a bolt *m* passes, whereby the said pin E is rigidly secured to the standard D.

If the standard D is made of wood, the outer sides of its upper portions *j j* are preferably reinforced by metallic facing-plates *n n*, as shown, and said parts *j j* are provided with registering series of holes *o o*. Straps or stay-rods *p p* are provided, running from the disk C to the said standard, to brace and strengthen the latter.

F is the operative lever of my device, and is made, preferably, of metal with a socketed shank to receive a wooden handle-bar G. This lever is provided with a series of holes *q q*, and said lever is slipped down between the parts *j j* of the standard D and adjustably secured therein by a pin H, passing through one of said holes *q* and opposed holes *o o* in the standard.

I is a clip to prevent the divided parts *j j* of the standard from spreading in use when under strain, the upper ends of said parts *j j* being notched or recessed for the reception of the horizontal part of said clip, and the latter being preferably attached to the standard in any suitable way, as by hinge-bolt *r*, to prevent its loss in transportation. The standard D is further preferably strengthened by a band-clip *t*, as shown.

The forward end of the lever F has swiveled thereto a bearing-plate J, (with washers, if desired, on its pivot-pin, as shown,) the upper surface of said plate being preferably grooved or roughened to increase its hold.

K is a chain secured to the lever F back of the standard D, and L is a hook on the disk C for engagement with any of the links of said chain when it is desired to prevent the forward end of the lever from being forced downward in use by the weight upon it.

The forward end of the lever F is preferably formed with a downward curve or bend, as shown at *u*, just back of the bearing-plate, to provide space for any downward projections on the end of the car.

The operation of my device will be readily understood from the foregoing description of its construction, taken in connection with the accompanying drawings. Suppose that a street-car, for example, is off the track. My device is brought to a point near the end of the car to be operated upon, the hook B being used to secure the exact position required. The lever is introduced under the car with

the bearing-plate J just beneath the rear end of the car M and the handle-bar of the lever depressed. Then by turning the said lever to one side or the other the car can be readily
5 moved until its wheels are just over the tracks. If it becomes necessary to get beneath the car after it has been raised, the lever is made stationary by means of the described chain K and hook L, and thus all danger is
10 obviated. With my device the replacement of a car upon its track is usually a matter of only a few minutes, whereas without such a device frequently a very long time is required.

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

1. In a car-jack, the combination of a platform or base, a rotary disk pivotally secured thereon, a standard rising from said disk, and
20 a lever adjustably secured to said standard, and having a bearing-plate at its forward end, substantially as and for the purpose set forth.

2. In a car-jack, the combination of a platform or base, provided with series of anti-
25 friction-rollers on its upper surface, a rotary disk pivotally secured to said base and resting on said rollers, a divided standard rigidly secured to and rising from said base and provided with series of adjusting-holes, a lever
30 also provided with a series of adjusting-holes,

supported between the divided portions of the standard, a fulcrum-pin for adjustably securing said lever in position, and a bearing-plate swiveled on the forward end of said lever, substantially as set forth.

3. In a car-jack, the combination of a platform or base, provided with series of anti-friction-rollers on its upper surface, a rotary disk pivotally secured to said base and resting on said rollers, a divided standard rigidly
40 secured to and rising from said base, and provided with series of adjusting-holes, a lever also provided with a series of adjusting-holes supported between the divided portions of the standard, a fulcrum-pin for adjustably securing
45 said lever in position, a bearing-plate swiveled on the forward end of said lever, a chain depending from the lever back of the standard, and a hook for engagement with any of the links of said chain, substantially
50 as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

LEOPOLD FRITZ.

Witnesses:

N. E. OLIPHANT,
B. C. ROLOFF.