

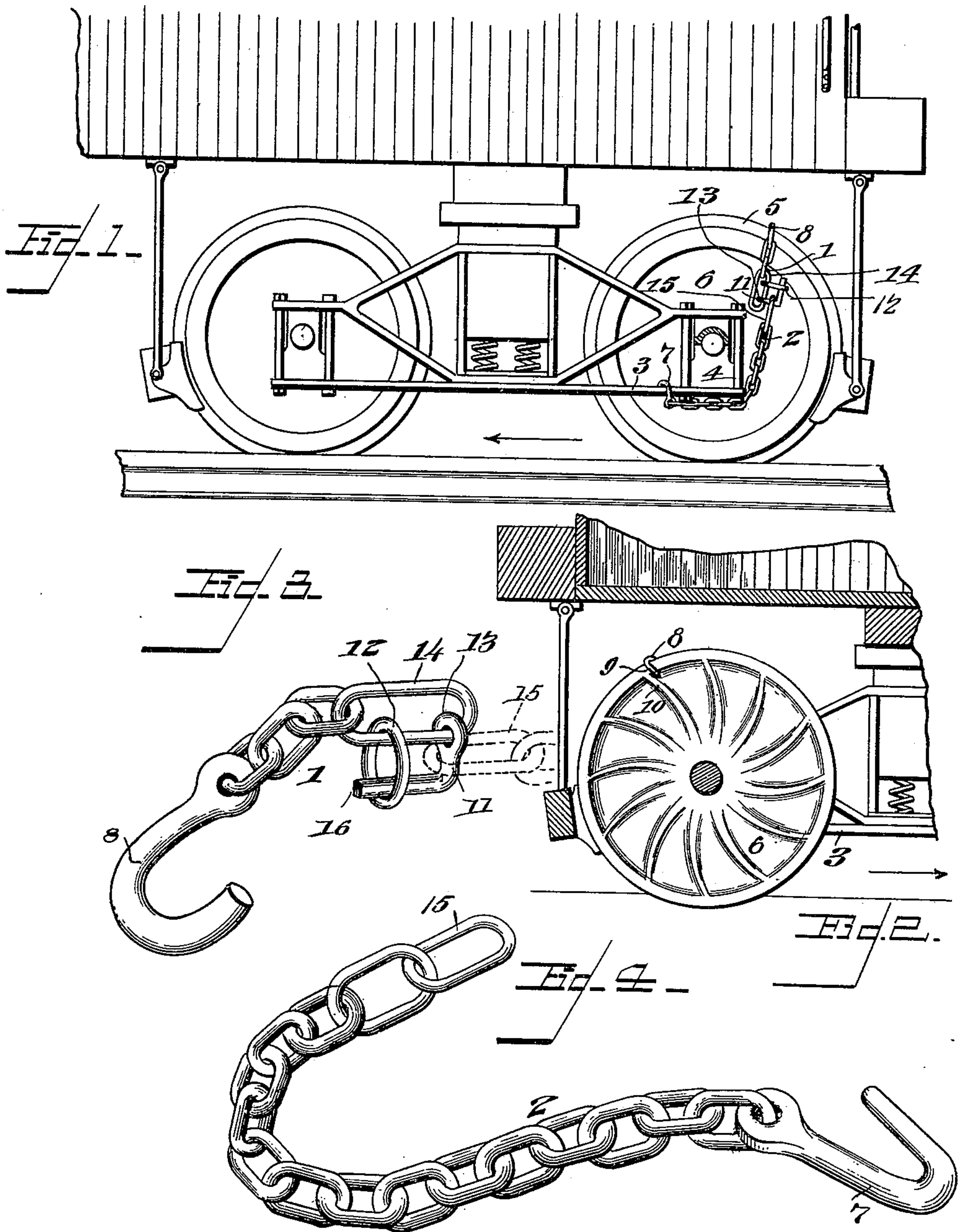
No. 643,626.

Patented Feb. 20, 1900.

J. H. BLAKE.
TRUCK LIFTER.

(Application filed Oct. 16, 1899.)

(No Model.)



Witnesses

F. D. Cullen

J. H. Riley

By his Attorneys,

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UNITED STATES PATENT OFFICE.

JOHN H. BLAKE, OF WINSLOW, ARIZONA TERRITORY, ASSIGNOR OF TWO-THIRDS TO FRANK E. BLACK AND WILLIAM IRVING, OF SAME PLACE.

TRUCK-LIFTER.

SPECIFICATION forming part of Letters Patent No. 643,626, dated February 20, 1900.

Application filed October 16, 1899. Serial No. 733,755. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. BLAKE, a citizen of the United States, residing at Winslow, in the county of Navajo and Territory of Arizona, have invented a new and useful Truck-Lifter, of which the following is a specification.

The invention relates to improvements in truck-lifters.

The object of the present invention is to improve the construction of truck-lifters and to provide a simple, strong, and durable device adapted to be readily applied to a truck and a car-wheel without necessitating any alteration in the construction thereof and capable of enabling the truck to be readily lifted by a slight movement of the car, whereby the journal-brass and wedge may be quickly renewed when broken or worn.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is an elevation of a portion of a car, showing a device constructed in accordance with this invention and applied to a truck and a car-wheel. Fig. 2 is a sectional view of a portion of a truck, illustrating the manner of engaging the device with the flange of a car-wheel. Figs. 3 and 4 are detail views of the sections of the chain.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 and 2 designate sections or chains of a flexible connection designed to extend from the tie-bar 3 of a truck under the journal-box 4 to the flange 5 of a car-wheel 6, as clearly illustrated in Fig. 1 of the accompanying drawings, whereby when the car is moved in the direction of the arrow the chain will be caused to lift the journal-box from the journal and free the journal-brass and wedge to enable the latter to be readily removed and renewed when worn or broken. The chain or section 2, which is longer than the other chain or section 1, is provided at its outer end with a hook 7 for engaging the tie-bar 3, and when so engaged it is preferably arranged adjacent to the journal-box, as shown in Fig. 1, and

the outer end of the section 1 is provided with a hook 8, having an extended bill 9, adapted to engage over the flange of the wheel and extend under the same at the inner face of the said wheel contiguous to one of the ribs 10, as illustrated in Fig. 2 of the accompanying drawings, to prevent the hook from slipping back when the car moves forward to lift the journal-box. By engaging the hook with the car-wheel in this manner a positive connection is made and no change in the construction of the wheel is necessary, and the device is adapted to be applied to wheels of the ordinary construction, which is a great advantage. The mouth of the hook 8, which engages over the flange of the car-wheel, is of greater width than the mouth of the hook 7, which engages the tie-bar 3.

In order to enable the flexible connection to be readily applied to a truck and a car-wheel, it is constructed of two separate chains or sections which are detachably connected at their adjacent ends by means of a latch 11 and a loose link 12. The latch 11 consists of a substantially L-shaped piece provided at one end with an eye 13, which is linked into the end link 14 of the short section or chain 1, and the loose link 12 is also linked into the said end link 14. The latch or piece 11 is passed through the end link 15 of the chain or section 2 and is locked in engagement with the same by the loose link, which is swung over the point 16 of the latch.

It will be seen that the device is simple and comparatively inexpensive in construction, that it possesses great strength and durability, and that it is adapted to be readily applied to a truck and a car-wheel of the ordinary construction without necessitating any change therein. It will also be seen that it is adapted to lift a journal-box from a car-axle and that it will enable the journal-brass and the wedge to be readily removed and renewed in a few minutes. It will also be apparent that the flexible connection between the hooks may be varied in length to adapt the device to trucks having large and small journal-boxes, as the latch 11 is adapted to engage either the end link 15 or any intermediate link of the section or chain 2.

What is claimed is--

A device for lifting car-trucks comprising a chain composed of two sections detachably and adjustably secured together at their inner ends, said chain being adapted to extend
5 beneath the journal-box of a car-truck, the hook 7, arranged at the lower end of the chain and adapted to engage the adjacent tie-bar of a car-truck, and the hook 8 located at the
10 upper end of the chain and consisting of a single shank having an elongated or extended bill offset from the shank to provide a wide

mouth, whereby it is adapted to fit over the rim of a car-wheel and engage one of the ribs at the inner face of the said wheel, substantially as and for the purpose described. 15

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN H. BLAKE.

Witnesses:

JOHN CASSEL,
J. A. FORSYTHE.