

No. 665,413.

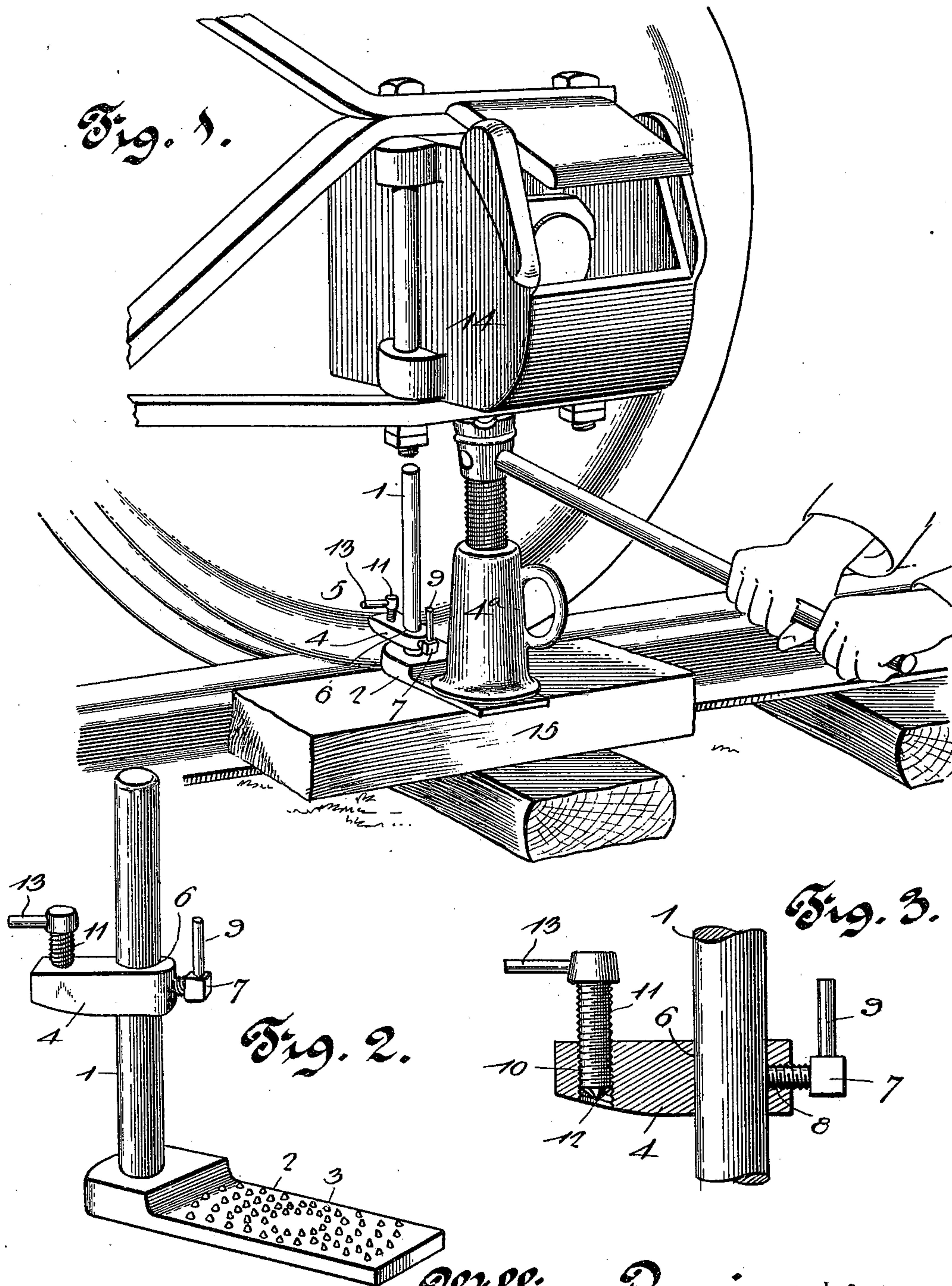
Patented Jan. 8, 1901.

W. DUNNING.

WHEEL CLAMP FOR LIFTING JACKS.

(Application filed May 28, 1900.)

(No Model.)



Witnesses

J. H. Culverwell.
J. F. Riley

William Dunning, Inventor.
by C. A. Snow & Co.
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM DUNNING, OF JAMESTOWN, NORTH DAKOTA.

WHEEL-CLAMP FOR LIFTING-JACKS.

SPECIFICATION forming part of Letters Patent No. 665,413, dated January 8, 1901.

Application filed May 28, 1900. Serial No. 18,265. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DUNNING, a citizen of the United States, residing at Jamestown, in the county of Stutsman and State of North Dakota, have invented a new and useful Wheel-Clamp for Lifting-Jacks, of which the following is a specification.

The invention relates to improvements in wheel-clamps for lifting-jacks.

The object of the present invention is to improve the construction of that class of devices which are employed for preventing the wheels of cars from rising when the axle-boxes are jacked up to permit the journal bearing or brass to be renewed when worn or broken and to provide a simple, inexpensive, and efficient device of this character adapted to be employed in connection with an ordinary lifting-jack and capable of firmly engaging the rim or tread of a wheel and of effectually preventing the same from rising when the axle-box is jacked up to permit the journal-brass to be removed and renewed.

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 claims hereto appended.

In the drawings, Figure 1 a is perspective view of a device constructed in accordance with this invention and shown applied to a wheel. Fig. 2 is a perspective view of the device detached. Fig. 3 is a detail sectional view illustrating the manner of engaging the wheel-engaging jaw.

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

1 designates a vertical standard rising from one end of a base-plate, which is thickened adjacent to the standard 1, as clearly shown in Fig. 2 of the accompanying drawings, and the upper face of its remaining portion is provided with a series of spurs 3 to prevent a lifting-jack 4 from slipping; but the upper face of the base-plate may be corrugated or otherwise roughened to effect this result. The vertical standard 1, which is preferably round, receives a vertically-adjustable horizontally-disposed jaw 4, extending outward from the standard and adapted to engage the rim or tread of a car-wheel 5, as clearly shown

in Fig. 1, and the engaging outer portion of the jaw is beveled to conform to the configuration of the wheel 5. The jaw 4, which is provided at its inner end with an opening 6 to receive the standard, is secured at the desired adjustment by a horizontal clamping-screw 7, mounted in a threaded perforation 8, located at the inner end of the jaw and intersecting the opening 6. The clamping-screw is provided at its outer end with a handle 9 to enable the necessary pressure to be exerted on it for securely clamping the jaw, and the latter is provided at its engaging end with a vertical threaded opening 10 for the reception of a vertically-disposed wheel-engaging screw 11, having a pointed lower engaging end 12 and provided at its upper edge with a handle 13. The screw is adapted to engage the wheel and prevent the jaw from slipping off the same.

In the application of the device the horizontal base-plate is placed at the side of a car beneath the axle-box 14 and upon the adjacent cross-tie or upon the block 15, as clearly shown, and the jack is placed upon the horizontal portion of the base-plate and engaged with the strap or tie-bar of the truck. The axle-box is then jacked up until the wheel starts to rise. The sliding jaw is then dropped into engagement with the rim of the wheel and secured by means of the said screws. The car may then be jacked up until the wedge and the journal bearing or brass are released, and one or both of these parts may be readily removed and renewed.

It will be seen that the device is exceedingly simple and inexpensive in construction, that it is adapted to be readily employed with an ordinary lifting-jack, and that it is capable of firmly gripping and holding a wheel while the car is being jacked up for removing the journal bearing or brass. Furthermore, it will be clear that the device is adjustable to engage all kinds and sizes of railroad-car wheels having various rims or treads and varying in size from one inch to six inches or more.

What is claimed is—

1. In a device of the class described, the combination with a jack, of a base having a horizontal upper face receiving the jack, a standard rising from one end of the base, a

vertically - adjustable jaw mounted on the standard and projecting outward beyond the base and arranged to engage a wheel, and means for securing the jaw to the standard, 5 whereby it is retained in engagement with the wheel, substantially as described.

2. A device of the class described comprising a base-plate arranged to receive a jack, a standard rising from the base-plate, a horizontal jaw having an inner opening to receive 10 the standard and provided with an outer threaded opening, a clamping-screw mounted

in the outer threaded opening and adapted to engage a wheel, and means for securing the jaw at the desired adjustment, substantially as described. 15

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

WILLIAM DUNNING.

Witnesses:

ARTHUR L. KNAUF,
J. B. DURKEE.