No. 704,474. Patented July 8, 1902.

E. C. DESKIN.

CAR WHEEL HOLDING DEVICE.

(Application filed May 5, 1902.)

(No Model.)

Fig. 1.

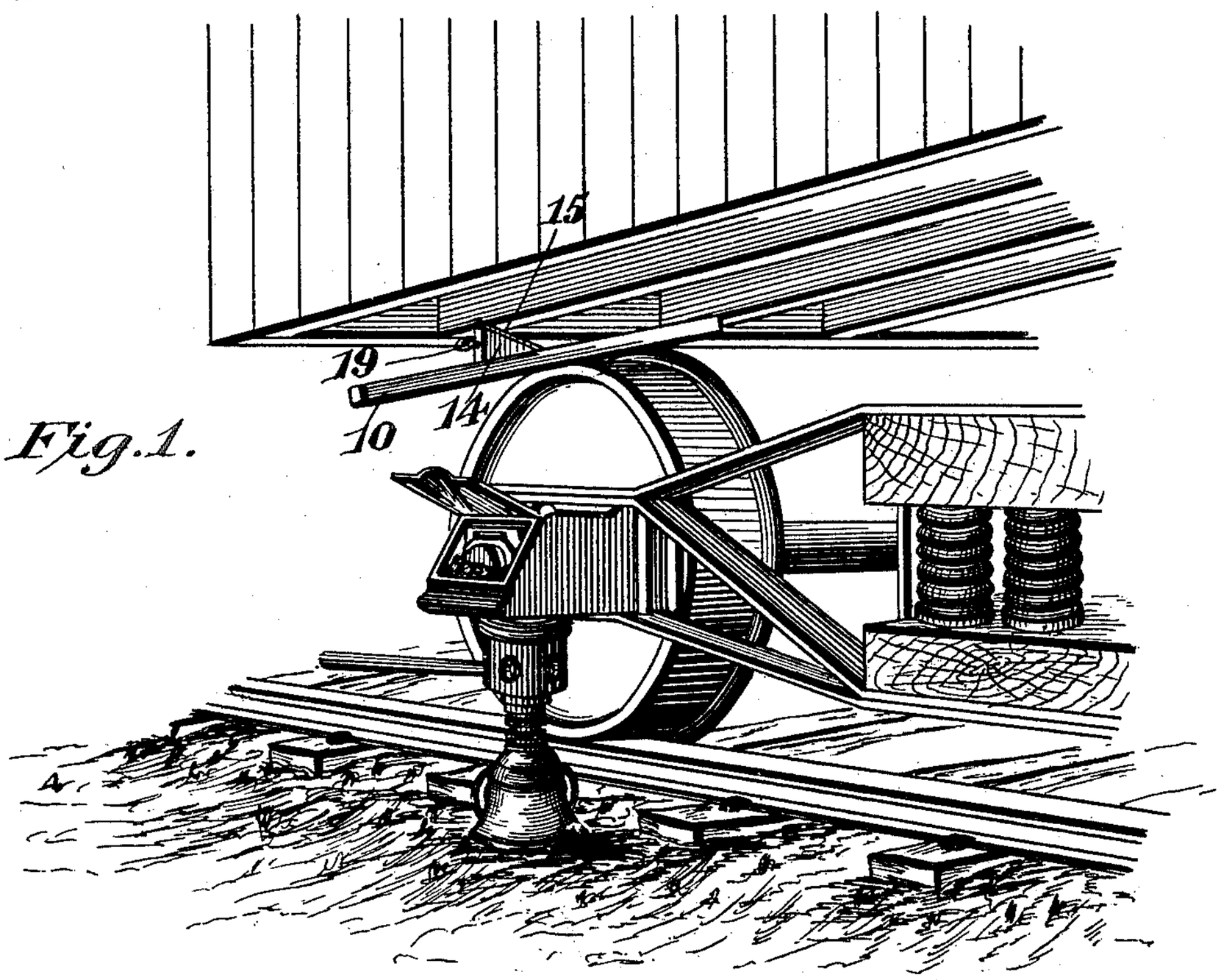


Fig. 2.

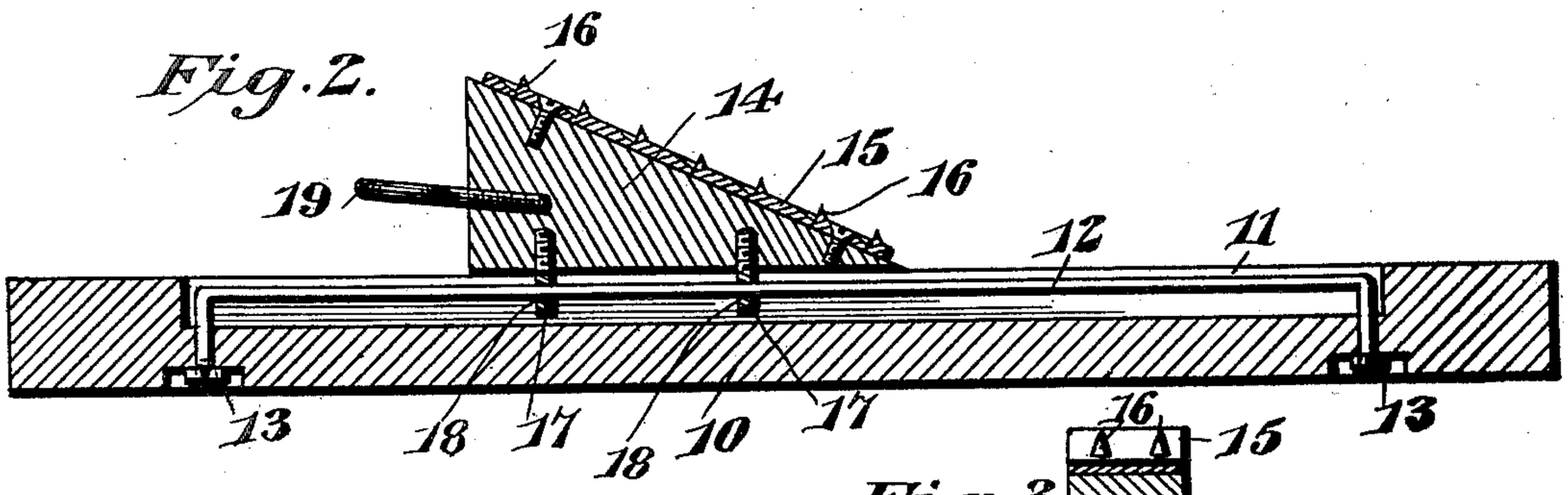


Fig. 3.

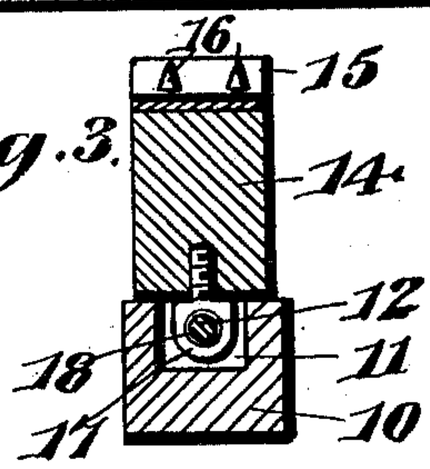
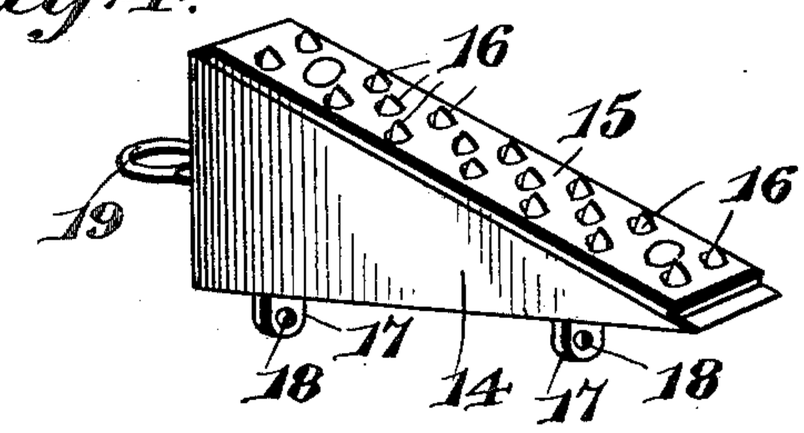


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

ENOCH CLARENCE DESKIN, OF MOBERLY, MISSOURI.

CAR-WHEEL-HOLDING DEVICE.

SPECIFICATION forming part of Letters Patent No. 704,474, dated July 8, 1902.

Application filed May 5, 1902. Serial No. 106,045. (No model.)

To all whom it may concern:

Be it known that I, ENOCH CLARENCE DESKIN, a citizen of the United States, residing at Moberly, in the county of Randolph and State of Missouri, have invented a new and useful Car-Wheel-Holding Device, of which the following is a specification.

The present invention relates to means for holding down car-wheels during the removal of the brasses from the journal-boxes. As is well known to those skilled in this art, considerable difficulty is experienced in removing said brasses, as the wheel and axle will ordinarily rise when the box is jacked up, and it is extremely hard to force said axle down in order to release the brasses. The present invention is aimed to overcome this difficulty by providing novel means which will bring the weight of the car-body directly upon the wheel and axle, said means being very powerful and strong and at the same time very simple.

One practical embodiment of the invention which has proven entirely satisfactory in operation is illustrated in the accompanying drawings and described in the following specification; but it will be understood upon an inspection of the claims that the invention is open to various changes and modifications from the illustrated and described construction.

In the drawings, Figure 1 is a perspective view showing a portion of a car with one of the journal-boxes being elevated and the wheel held by the new device. Fig. 2 is a longitudinal sectional view, on an enlarged scale, of said device. Fig. 3 is a cross-sectional view. Fig. 4 is a detail perspective view of the wedge-block employed.

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

In the illustrated construction a body-bar 10 is employed, which is preferably formed of some strong hard wood, though it may be made of metal, if desired. This body is provided in its upper face with a longitudinally-disposed groove 11, constituting a guideway, and a guide-rod 12 is arranged longitudinally within this guideway, said guide-rod having its terminals downturned and passed through the body-bar, as shown, the ends being secured by nuts, as 13.

Slidably mounted upon the upper face of the body-bar is a wedge-block 14, preferably right-triangular in form and having its "hypotenuse" or inclined edge uppermost, said inclined edge being preferably shod with a metallic wear-plate 15, that is roughened, as shown at 16. This wedge-block is provided with depending elements in the form of eyes 17, which are located in the guideway 11 and have openings 18, through which is passed the guide-rod 12. The block may also have a handle, as 19, if desired.

One manner of using the holding device is clearly shown in Fig. 1, though it will be understood that it may be employed in other ways. In this arrangement, however, the body-bar 10 is placed across the upper end of the wheel with its inner end resting against one of the floor-sills of the car. The wedge-block is then slid inwardly until its upper roughened face engages another sill, thereby clamping the holder in place. It will thus be evident that when the journal-box is jacked up the entire weight of the car will rest upon the wheel, and this weight will be sufficient to hold said wheel to the track. The boxing will therefore move upwardly with relation to the axle, consequently releasing the brass and permitting of its removal and replacement. It will thus be apparent that an extremely simple device is provided which can be manufactured at very little cost and can be adjusted to suit various styles and sizes of cars.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

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

1. In a car-wheel-holding device of the class described, a body arranged to be inserted be-

tween the car body and wheel, said body having a wedge.

2. In a car-wheel-holding device of the class described, a body-bar, and a wedge movably mounted upon the body-bar.

3. In a car-wheel-holding device of the class described, a body-bar, and a wedge mounted upon the body-bar and slidable longitudinally thereon.

4. In a car-wheel-holding device of the class described, a body-bar, and a wedge mounted upon the body-bar and slidable longitudinally thereon, said wedge having its outer inclined face roughened.

5. In a car-wheel-holding device of the class described, a body-bar, and a wedge slidably mounted on the body-bar, said wedge having a shoe on its outer inclined face, the outer face of said shoe being roughened.

6. In a car-wheel-holding device of the class described, a body-bar having a longitudinal guideway, and a wedge-block slidably mounted upon the body-bar and having a guide element located in the guideway.

7. In a car-wheel-holding device of the class described, a body-bar having a longitudinal guideway, a guide-rod arranged in the guideway, and a wedge-block slidably mounted upon the body-bar and having spaced guide elements located in the guideway and engaging the rod.

8. In a car-wheel-holding device of the class described, a body having a longitudinal guideway, a guide-rod arranged within the guideway and spaced from the side walls thereof, and a wedge-block slidably mounted upon the body-bar and having eyes located in the guideway, said eyes having openings through which the rod is passed.

9. In a car-wheel-holding device of the class described, the body-bar arranged to be inserted between the car body and wheel, said body-bar having a block slidably mounted thereon.

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

ENOCH CLARENCE DESKIN.

Witnesses:
G. F. ROTHWELL,
W. H. EVANS.