

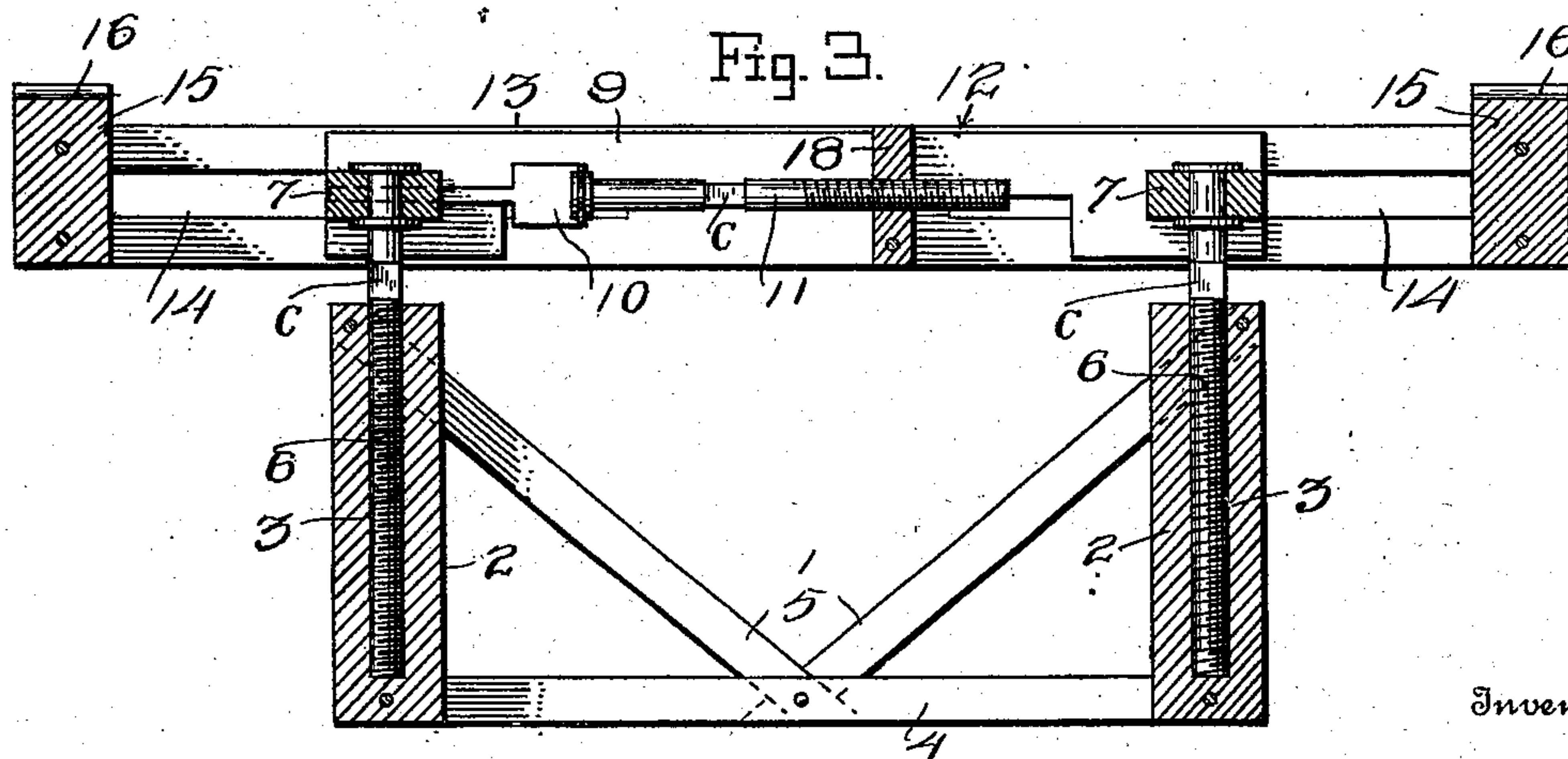
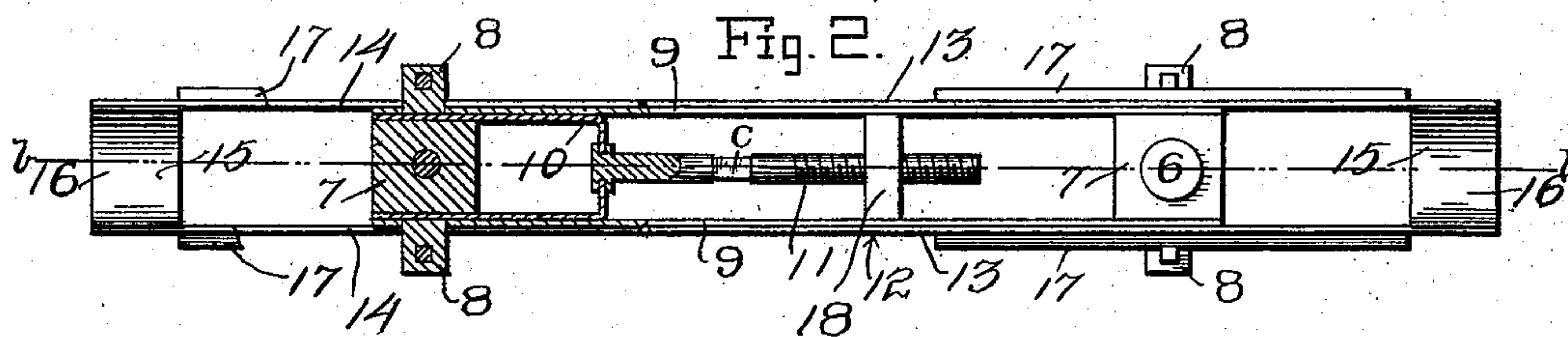
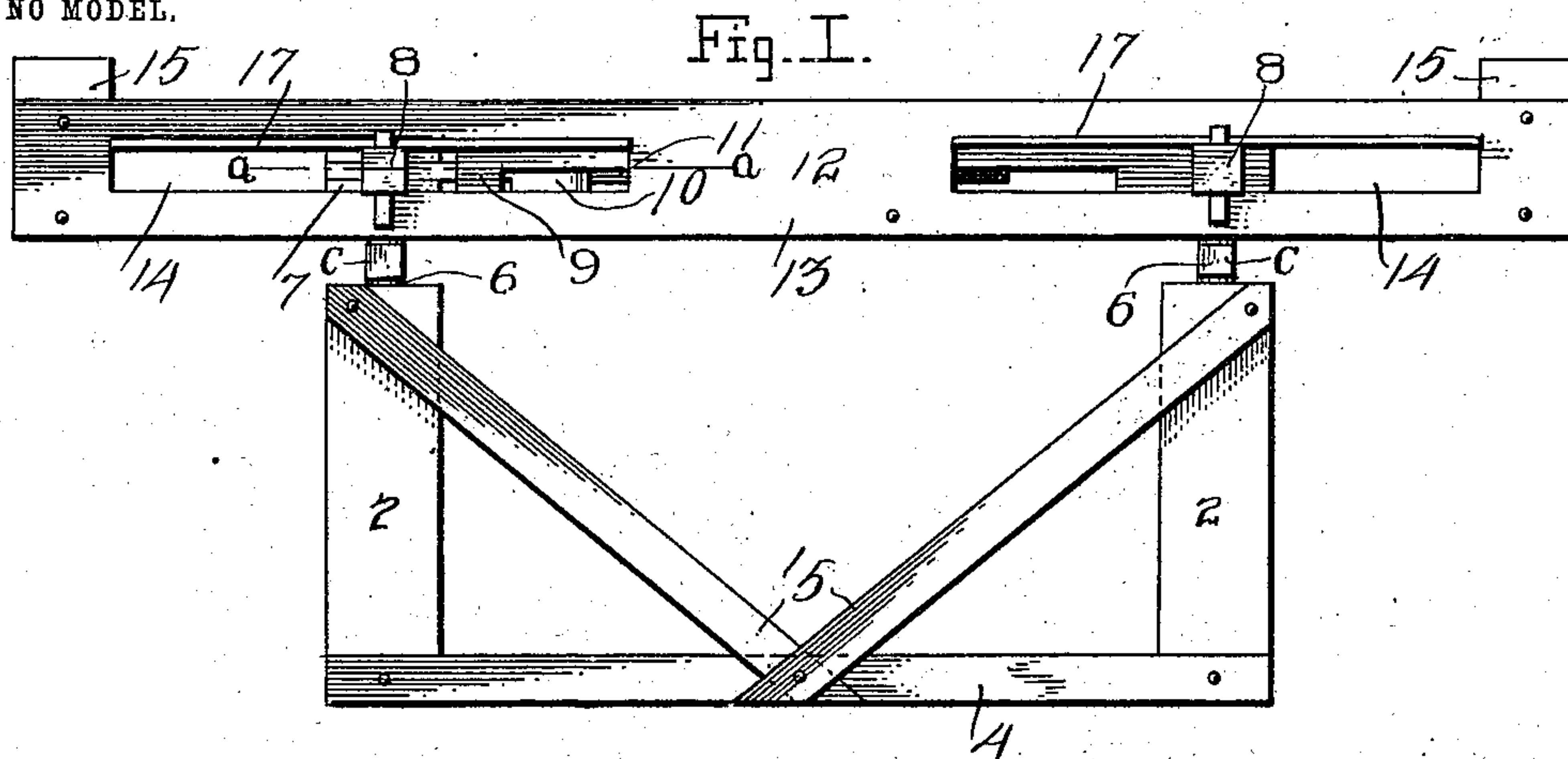
No. 724,587.

PATENTED APR. 7, 1903.

C. KOFESKE.
CAR TRUCK JACK.

APPLICATION FILED JAN. 6, 1903.

NO MODEL.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES KOFKSKE, OF APLINGTON, IOWA.

CAR-TRUCK JACK.

SPECIFICATION forming part of Letters Patent No. 724,587, dated April 7, 1903.

Application filed January 5, 1903. Serial No. 137,893. (No model.)

To all whom it may concern:

Be it known that I, CHARLES KOFKSKE, a citizen of the United States, residing at Aplington, in the county of Butler and State of Iowa, have invented certain new and useful Improvements in Car-Truck Jacks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention is an improved car-truck jack adapted for use in replacing the trucks of derailed cars; and it consists in the peculiar construction and combination of devices hereinafter fully set forth and claimed.

The object of my invention is to provide a cheap, simple, compact, and thoroughly efficient jack of this character which is adapted not only to raise the truck of a derailed car, but to also shift the same laterally when raised, so as to dispose the wheels directly above the track and to then lower the truck to cause its wheels to reengage the track.

In the accompanying drawings, Figure 1 is a side elevation of a car-truck jack embodying my improvements. Fig. 2 is partly a top plan view of the same and partly a horizontal sectional view of the same on the plane indicated by the line *a a* of Fig. 1. Fig. 3 is a transverse sectional view of the same, taken on the plane indicated by the line *b b* of Fig. 1.

In the embodiment of my invention here shown I provide a base-frame 1, which comprises a pair of standards 2, provided with vertical screw-threaded bores 3, cross-bars 4, which connect the lower ends of the standards together, and brace-bars 5, the lower ends of which are secured to the central portions of the bars 4 and the upper ends of which are secured to the upper portions of the standards 2. Vertically-disposed jack-screws 6 engage the threaded bores of the standards 2 and project upwardly from the said standards, and to the upper ends of said jack-screws are swiveled blocks 7, which are provided on opposite sides with laterally-projecting trunnions 8. The trunnions of the respective blocks are connected together by longitudinally-disposed bars 9, which serve, as will be understood, to brace the jack-screws, and to the trunnions of one of the blocks is connected a yoke 10, which is en-

gaged by a longitudinally-disposed adjusting-screw 11, the head of the said screw having a swiveled connection with the said yoke.

A longitudinally-shiftable frame 12, which is employed in connection with the screw 11, comprises a pair of side bars 13, which are provided with longitudinal slots 14, that extend inwardly for a suitable distance from their ends and through which slots the trunnions of the blocks 7 extend, and the blocks 15, which connect the ends of the said side bars 13 together and which are preferably recessed in their upper ends, as at 16, to adapt them to engage and receive an axle of a car-truck. The said side bars 13 of the shiftable frame 12 are furthermore provided with outstanding flanges 17, that bear upon the trunnions of the block 7. A traveling nut 18 connects the side bars 13 of the shiftable frame 12 together at a point intermediate their ends, and the said traveling nut is engaged by the adjusting-screw 11. The said screw and also the jack-screws are provided with angular portions, as at *c*, adapted to be engaged by suitable wrenches, whereby the said screws may be readily turned.

In the operation of my improved jack the vertically-disposed jack-screws are employed to raise the truck, the truck-jack having been appropriately disposed under the truck, and the adjusting-screw 11 and longitudinally-shiftable frame 12 are employed after the truck has been appropriately elevated to shift the truck laterally with reference to the track to dispose the wheels thereof directly above said track, and thereupon by lowering the screws 6 to lower the said frame 12 the truck is lowered to reengage its wheels with the track-rails.

It will be understood that one of my improved jacks will be employed for each axle of the truck in the event that all of the wheels of the truck are derailed and that the jacks will be operated in unison when raising the truck and shifting the same laterally to restore its wheels to the position required to reengage them with the track-rails.

I do not desire to limit myself to the precise construction and combination of devices hereinbefore shown and described, as it is evident that modifications may be made therein without departing from the spirit of

my invention and within the scope of the appended claims.

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

- 5 1. A car-truck jack having a base-frame and provided with elevating-screws, a frame having swiveled connections with the elevating-screws and connecting them together, and
10 a longitudinally-shiftable frame having slidable connection with the last-mentioned frame, substantially as described.
2. A car-truck jack, comprising a base-frame having elevating-screws, blocks con-

nected to said elevating-screws and adapted 15
to be raised and lowered thereby, connection between the respective blocks, a longitudinally-shiftable frame supported by the blocks, and an adjusting-screw for shifting
said frame, substantially as described. 20

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CHARLES KOFKSKE.

Witnesses:

JOHN KOFKSKE,
OTTO KOFKSKE.