

UNITED STATES PATENT OFFICE.

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CAR-WHEEL JACK-STAND.

No. 817,321.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, LOUIS C. HOUSTON, a citizen of the United States, residing at Parkersburg, in the county of Wood and State of West Virginia, have invented a new and useful Car-Wheel Jack-Stand, of which the following is a specification.

This invention relates to an improved jack-stand for the purpose of supporting a jack, whereby the truck of a railroad-car may be temporarily lifted and sustained in order that the wheel-bearings may be removed and replaced, as is frequently desirable when the boxes or bearings become heated; and the object of the invention is to present a device of this character which shall possess superior advantages in point of simplicity, durability, and general efficiency.

With these and other ends in view the invention consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of embodiment of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had within the scope of the invention and without departing from the spirit or sacrificing the efficiency of the same.

In said drawings, Figure 1 is a side elevation showing the improved device applied in position for operation. Fig. 2 is an end view. Fig. 3 is a transverse sectional view taken on the line 3 3 in Fig. 1. Fig. 4 is a top plan view showing the device in position upon a rail, a portion of a car-wheel being shown in section.

Corresponding parts in the several figures are indicated throughout by similar characters of reference.

The improved device consists of a plate or bar 1 of suitable dimensions, adapted to be placed along the outer side of a rail, as 2, and provided at what may be termed its "front" end with a depending lug 3, adapted to engage the outer side of the rail. At its rear end the bar 1 is provided with a laterally-extending bracket 4, having at the edge thereof

a depending lug 5, adapted to engage the inner side of the rail across which the bracket 4 extends, said bracket being provided with a wheel-rim-engaging curved or sloping upper face, as 6, and with an arm or hook member 6', adapted to catch behind the wheel. About centrally upon the inner side of the bar 1 is formed a shoulder 7, and upon the outer side of the bar, the middle portion of which is provided with a downward-extending bracket 8, is formed a laterally-extending platform 9, constituting a stand upon which a lifting-jack 10 of ordinary construction may be supported.

In the practical application of the device the bar or plate 1 is placed in engagement with the rail, with its laterally-extended portion 4 supported thereupon and the lug 5 hooked behind the rail, the adjustment being a short distance from the car-wheel. The bar 1 is then slid or moved until the sloping upper face 6 of the bracket 4 engages the tread of the wheel, the arm 6' hooks behind the wheel, and the shoulder 7 catches over the outer rim of the wheel, while the lug 3 abuts upon the outer side of the rail. The jack is then placed in position and operated against the under side of the axle-box, thus serving to raise the truck, while the wheel is retained in contact with the rail, the operation being continued until the bearing may be removed and another one substituted.

This invention affords a simple and effective device which may be readily carried and manipulated for the purpose of removing the bearings from hot boxes without delay, thus oftentimes saving the car-axles and other parts from serious and permanent injury.

The jack-supporting platform 9 is preferably provided with a flange, as 11, to retain the jack in position and to prevent it from slipping when the device is in use.

It is desired to be understood that this device may be manufactured in "right" and "left" patterns, so as to enable it to be used in connection with wheels upon either side of a car.

Having thus described the invention, what is claimed is—

1. A jack-stand having a wheel-rim-engaging shoulder and provided with depending lugs adapted to engage opposite sides of a rail.

2. A jack-stand having a wheel-rim-engag-

ing shoulder, a depending bracket portion having a laterally-extending platform, and depending lugs, one at each end, and adapted to engage opposite sides of a rail.

5 3. A jack-stand consisting of a bar having a wheel-rim-engaging shoulder, a depending bracket portion having a laterally-extending platform, a depending lug at one end of the bar, and a rail-head-engaging bracket extending laterally at the opposite end of the
10 bar and provided with a depending lug for engagement with the inner side of the rail.

4. A jack-stand consisting of a bar having a wheel-rim-engaging shoulder, a depending
15 bracket portion having a laterally-extending platform, a depending lug at one end of the bar, a laterally-extending bracket at the opposite end of the bar adapted to rest upon the rail-head and provided with an upper curved
20 wheel-tread-engaging surface, and a lug depending from said bracket.

5. A jack-stand having a wheel-rim-engag-

ing shoulder, a depending bracket portion having a laterally-extending flanged platform, and depending lugs, one at each end, 25 and adapted to engage opposite sides of a rail.

6. A jack-stand having a wheel-rim-engaging shoulder and a wheel-engaging arm or hook member, and provided with depending lugs adapted to engage opposite sides of a
30 rail.

7. A jack-stand having a wheel-rim-engaging shoulder, a wheel-engaging arm or hook member, a depending bracket portion having a laterally-extending platform, and depend- 35 ing lugs, one at each end, and adapted to engage opposite sides of a rail.

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

LOUIS C. HOUSTON.

Witnesses:

F. P. MOATS,

F. P. HOUSTON.