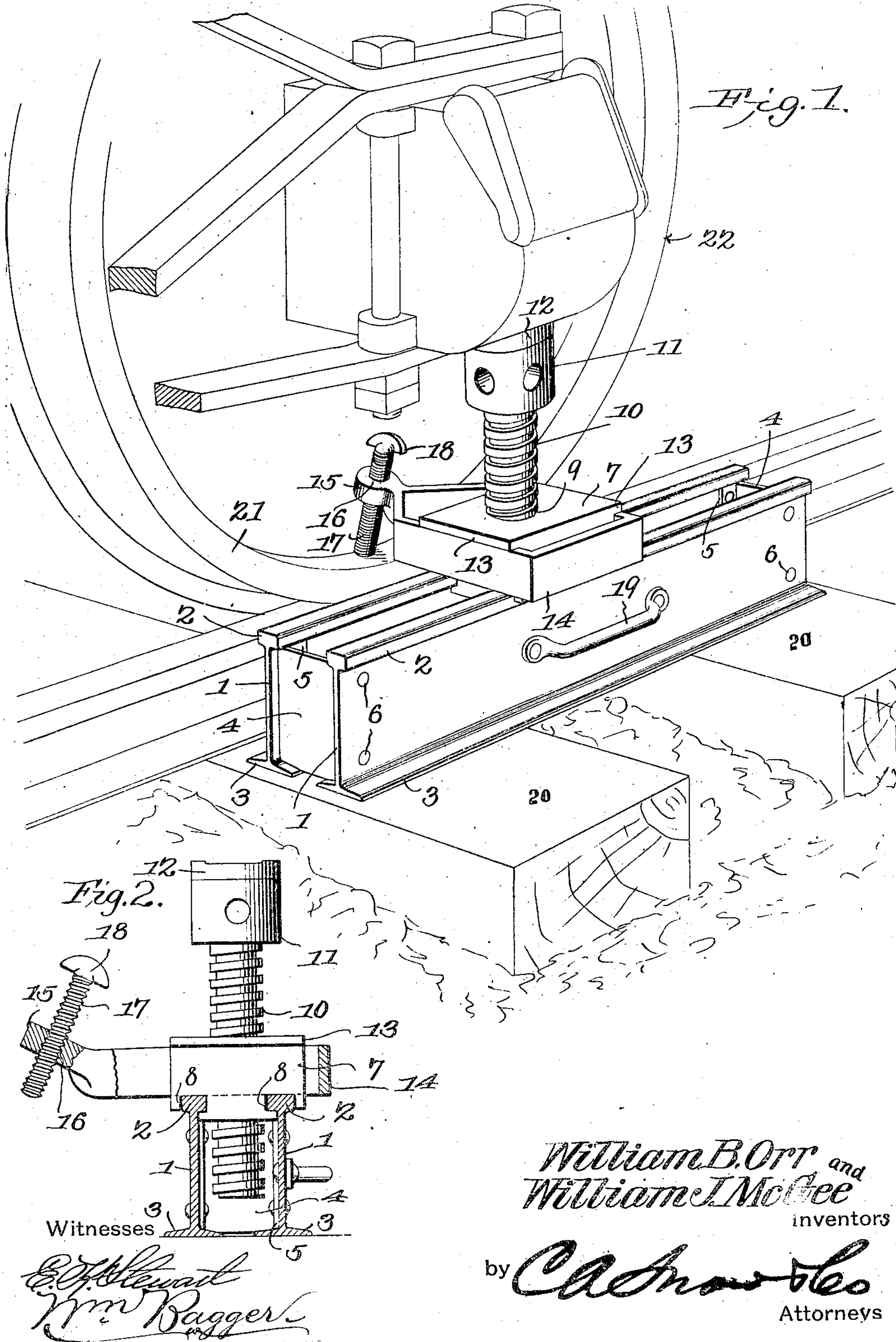


No. 821,823.

PATENTED MAY 29, 1906.

W. B. ORR & W. J. MCGEE.
LIFTING JACK AND CAR WHEEL HOLDER.
APPLICATION FILED SEPT. 15, 1905.



UNITED STATES PATENT OFFICE.

WILLIAM B. ORR AND WILLIAM J. MCGEE, OF MONTGOMERY, ALABAMA.

LIFTING-JACK AND CAR-WHEEL HOLDER.

No. 821,823.

Specification of Letters Patent.

Patented May 29, 1906.

Application filed September 15, 1905. Serial No. 278,642.

To all whom it may concern:

Be it known that we, WILLIAM B. ORR and WILLIAM J. MCGEE, citizens of the United States, residing at Montgomery, in the county of Montgomery and State of Alabama, have invented a new and useful Lifting-Jack and Car-Wheel Holder, of which the following is a specification.

This invention relates to lifting-jacks and car-wheel holders, such as are used for the purpose of jacking up or elevating the trucks of railroad-cars and at the same time holding the wheels steady while brasses or bearings are removed from and replaced in journal-boxes and similar repairs are being made, the objects of the invention being to simplify and improve the construction and operation of this class of devices.

With these and other ends in view, which will readily appear as the nature of the invention is better understood, the same 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 the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations, and modifications within the scope of the invention may be made when desired.

In the drawings, Figure 1 is a perspective view illustrating the invention applied in operative position. Fig. 2 is a transverse sectional view of the device constituting the invention.

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

The frame of the improved device comprises a pair of side members consisting of vertically-disposed plates or webs 1 1, provided at their upper edges with heads 2 2 and at their lower edges with flanges 3 3, said side members being connected near the ends thereof by means of plates 4, having interturned flanges 5 for the passage of connecting means, such as rivets 6, which extend through the flanges 5 and through the webs of the side members.

Slidably connected with the frame is a nut 7, provided at its lower edges with recesses 8 8, engaging the heads 2 of the side members, with which the said nut is thus connected in

such a manner that it may slide longitudinally between the ends of the frame. The threaded aperture 9 of the nut admits the jack-screw 10, having a head 11, which is transversely apertured for the reception of a lever or handle. (Not shown.) The head 11 supports in the usual manner a swivel member 12, which is common in this class of devices, and which, if desired, may be supported by antifriction-balls. (Not shown.) The sides of the nut are provided at their upper edges with flanges 13, under which is seated a transversely-slidable frame provided at its inner end with a lug 15, having a threaded perforation 16 for the passage of a set-screw 17, having a head 18, enabling said set-screw to be readily adjusted by the hand of the operator.

The frame of the device is provided upon its outer side with a handle 19, whereby it may be conveniently carried.

In operation the device is supported upon two ties 20, the frame being made of such a length that it will nearly reach across two ties spaced in the usual manner. While the jack-screw is lowered, the nut may be moved to a position directly beneath the journal-box which is to be operated upon, and the set-screw 17 is screwed down until it engages a flange 21 of the wheel 22. The jack-screw is now manipulated until the journal-box is sufficiently elevated, the wheel being in the meanwhile steadied and held upon the track by the set-screw 17, making it unnecessary to remove the packing from the box, said packing being compressed until the brass may be readily removed.

By this improved device journal-boxes of railroad-cars may be readily and conveniently jacked up for various purposes. The jack-screw may be placed directly beneath the box which is to be operated upon, owing to the longitudinal adjustability of the nut, thus making it unnecessary at any time to change the position of the car for the purpose of placing the journal-box in alinement with the jack. The adjustability of the frame 14, carrying the set-screw 17, is also an important feature of the invention, since it enables the parts of the device to be readily adjusted to the desired position without ever having recourse to moving the car that is to be operated upon. This is obviously important, for the reason that it is frequently necessary, as in the case of hot boxes, to operate upon a car which is one of a train and

which frequently involves much difficulty and loss of time in bringing the car to the desired position when ordinary lifting apparatus is used.

5 Having thus described the invention, what is claimed is—

1. A base-frame comprising side members having heads at their upper ends and flanges at their lower ends and end plates connect-
10 ing said side members, in combination with a nut having grooves slidably engaging the heads of the side members, and a jack-screw engaging the nut.

2. A base-frame, a nut connected with and
15 longitudinally slidable with relation to the frame, a jack-screw carried by the nut, and wheel-flange-engaging means adjustably connected with the nut.

3. A nut supported for longitudinal slid-

ing movement, a jack-screw carried by the 20 nut, a frame connected with the nut for transverse sliding movement, and a wheel-flange-engaging screw carried by said frame.

4. A supporting-frame, a jack-screw-carry-
25 ing nut slidably connected therewith and having laterally-extending flanges, a frame slidable transversely between said flanges and the upper edges of the side members of the supporting-frame, and a wheel-flange-
engaging screw carried by said frame. 30

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

WILLIAM B. ORR.

WILLIAM J. MCGEE.

Witnesses:

S. B. BENNETT,

P. W. CRUMP.