

J. A. GRAY.

JACK BLOCK.

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952,325.

Patented Mar. 15, 1910.

Fig. 1.

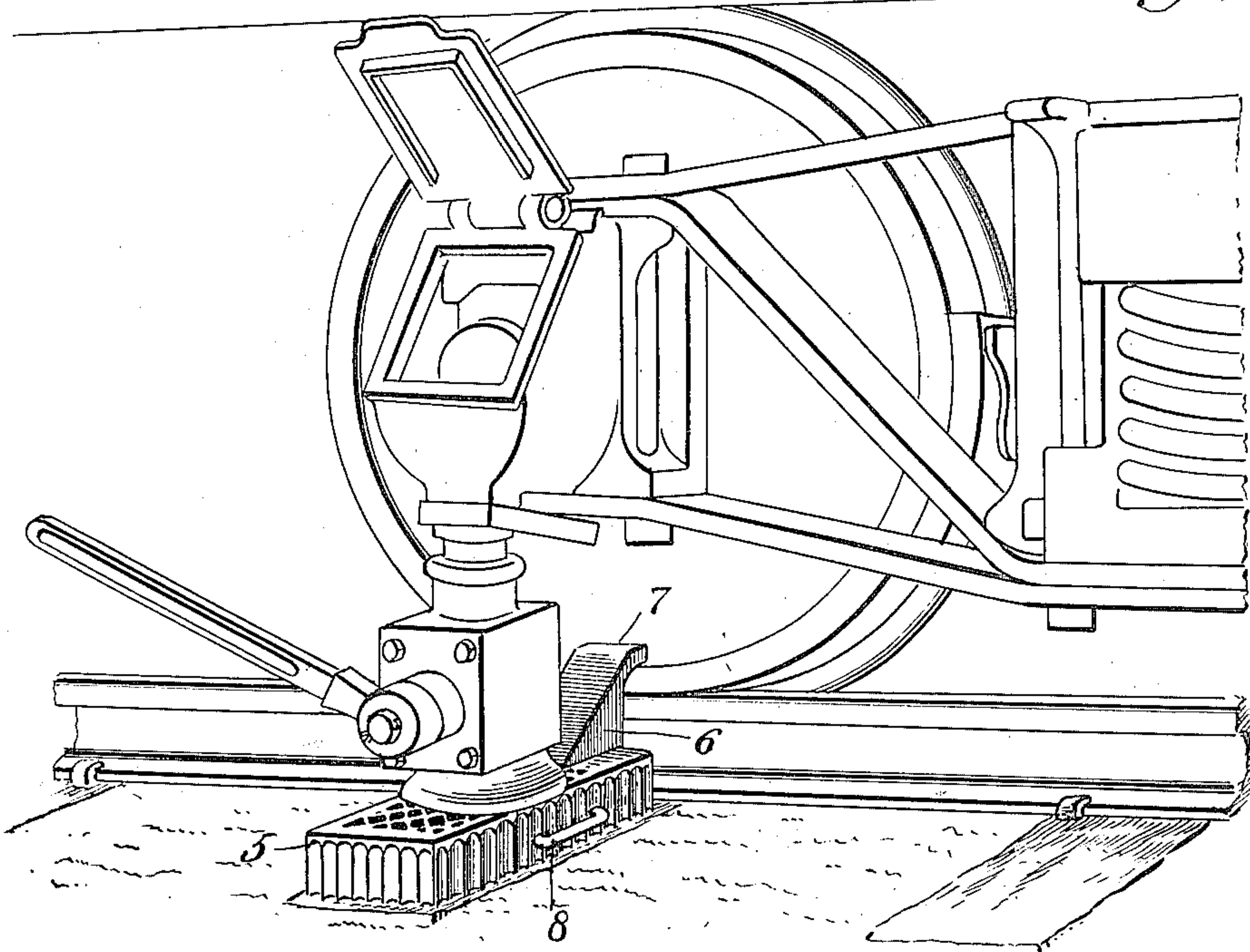
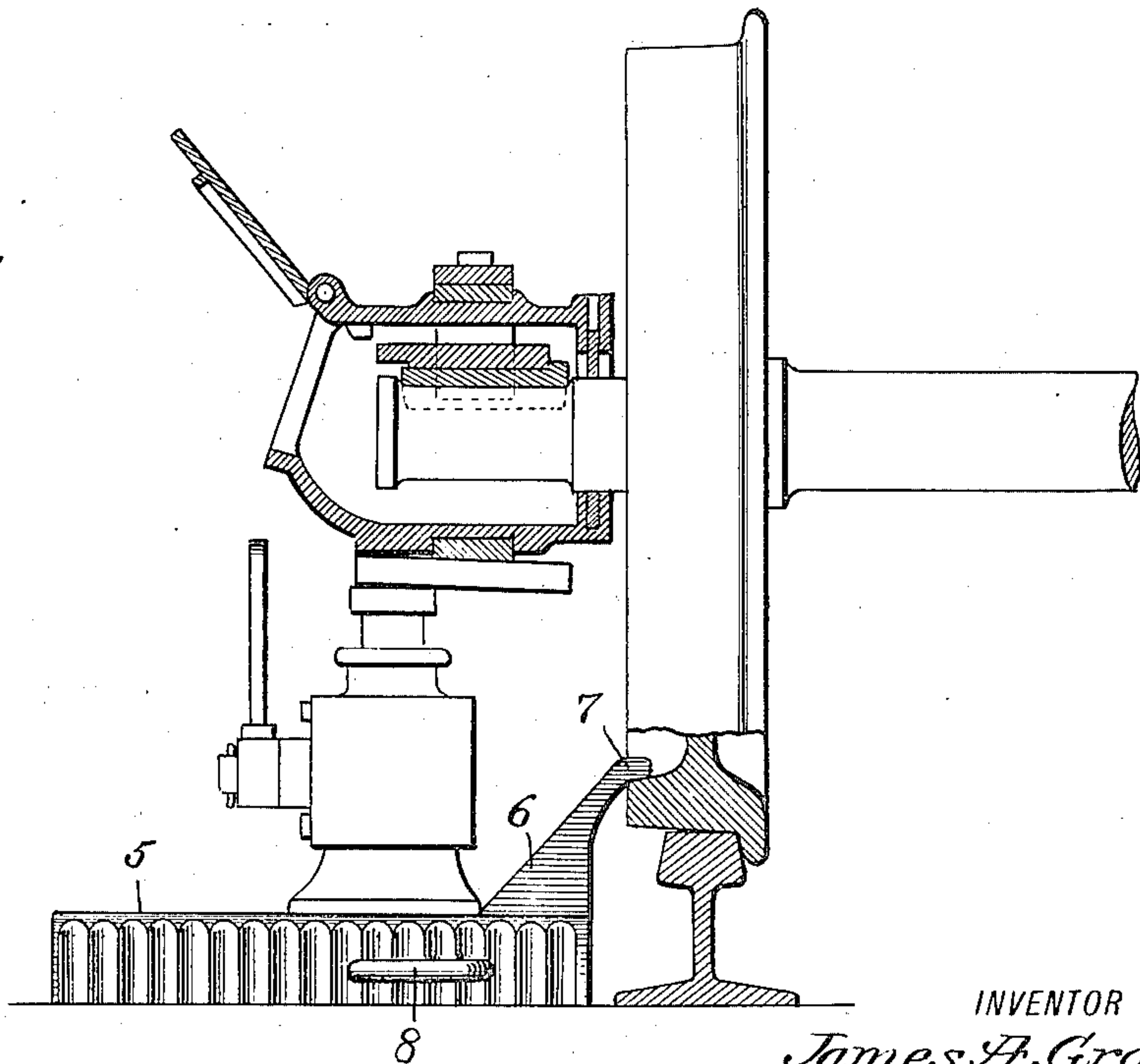


Fig. 2.



WITNESSES

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JAMES ALLEN GRAY, OF COEUR D'ALENE, IDAHO.

JACK-BLOCK.

952,325.

Specification of Letters Patent. Patented Mar. 15, 1910.

Application filed January 21, 1909. Serial No. 473,439.

To all whom it may concern:

Be it known that I, JAMES A. GRAY, a citizen of the United States, and a resident of Coeur d'Alene, in the county of Kootenai and State of Idaho, have invented a new and Improved Jack-Block, of which the following is a full, clear, and exact description.

The invention is a jack block to hold the wheel of a car to the rail in jacking up the journal box, as when removing and replacing or renewing the journal bearings or brasses, and consists of a relatively long thick hollow block having an upper flat face to seat the jack, with the under side of the block constructed to seat flat at successive points throughout its length on the end of a railroad sill, and a toe arranged at an elevation above the bottom of the block to engage the wheel when the block is seated on the rail sill, and having a foot rigid with the upper face of the block, said toe arranged to extend outwardly from one end of the block, whereby when the toe is in operative position to the wheel, the length of the block will be extended in the direction of the length of the sill.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in both views.

Figure 1 is a perspective view of a car truck, illustrating the application of my improved jack block in jacking up the journal box; and Fig. 2 is a side view of the same, showing the journal box, the rail and a portion of the car wheel in central vertical section.

The body 5 of the block is preferably of rectangular form and has a flat under seating face, and a flat upper face for supporting the jack. Adjacent to and rigid with one end of the block is a foot 6 having an overhanging toe 7 to engage the inside of the rim of the wheel. The foot, as best shown in Fig. 2, is of wedge form, with the inner face lying in a plane with the end of the block. The block is made of malleable cast iron or steel and the body is constructed in the form of a grating, as shown in Fig. 1, with the edges scalloped or corru-

gated to insure lightness without unduly weakening the structure. The grating also prevents the collection of dirt on the upper seating face of the block, and extends to the inner edge of the foot, with that portion of the block on which the foot is integrally formed, cast solid.

In the use of the block it is seated on the end of a cross-tie, with that end having the foot 6 adjacent to the rail and the toe 7 projecting over and engaging the rim of the wheel at the inside. The jack is seated on the upper face of the block body close to the foot, and the journal jacked up in the usual manner, the foot and engaging toe during this operation effectually holding the wheel to the rail and relieving the upper journal bearing of the weight of the car, whereby the wedge and journal bearings and brasses may be removed and replaced or renewed.

For convenience in carrying the block about, I provide the block body with a handle 8 which is arranged at the side toward the inner end, the location being such that the block will be balanced when lifted.

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

In a device to hold the wheel of a car to the rail in jacking up the journal box, a relatively long and thick hollow block having an upper flat face to seat the jack, with the under side of the block constructed to seat flat at successive points throughout its length on the end of a railroad sill, and a toe arranged at an elevation above the bottom of the block to engage the wheel when the block is seated on the rail sill and having a foot rigid with the upper face of the block, said toe arranged to extend outwardly from one end of the block, whereby when the toe is in operative position to the wheel, the length of the block will be extended in the direction of the length of the sill.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES ALLEN GRAY.

Witnesses:

J. B. FREDERIC,
B. J. ELLIS.