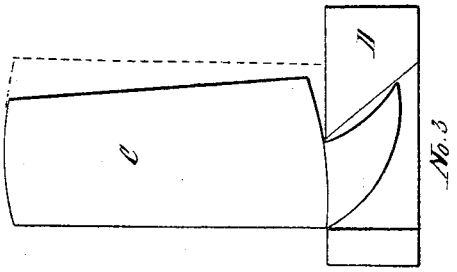
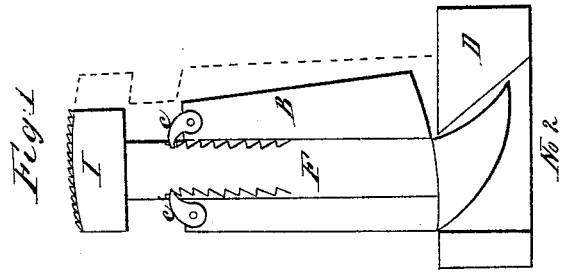
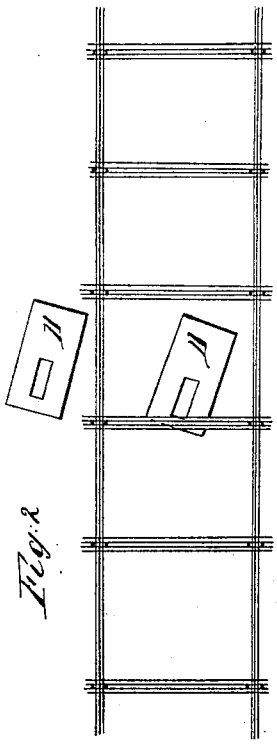
J. H. Clark,

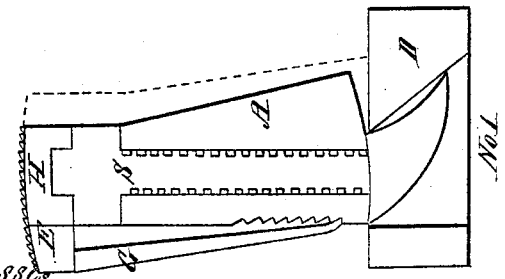
Lifting Jack,

No. 51,696, Patented Dec. 26, 1865.









Witnesses:
G. L. Bailey
E. H. Boothby

Inventor
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AM. PHOTO-LITHO. CO. N.Y. (OSBORNE'S PROCESS)

UNITED STATES PATENT OFFICE.

JOSEPH H. CLARK, OF WESTBROOK, MAINE.

IMPROVED SWING-JACK FOR RAILWAY-CARS.

Specification forming part of Letters Patent No. **51,696**, dated December 26, 1865; antedated December 13, 1865.

To all whom it may concern:

Be it known that I, JOSEPH H. CLARK, of Westbrook, in the county of Cumberland, in the State of Maine, have invented a new and useful Improvement in Jacks with or without a screw, which I call "Clark's Swing-Jack; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is vertical sections Nos. 1, 2, and 3, showing the joint in the jack. Fig. 2 is a horizontal view of a railway-track with an angle of the base of the jack.

Similar letters of reference indicate corresponding parts in the two figures.

To enable those skilled in the art to fully understand and construct my invention, I proceed to describe it.

The base D may be made of cast-iron, and about one foot wide, eighteen inches long, and six inches deep, more or less. The mortise of the base D should be about four inches wide and seven inches long upon the top, and cut away on the bottom at one end to admit of the circular tenon or vertical support at the bottom of the pieces A B C.

The piece A may be made of cast or wrought iron, and one foot long from the shoulder resting on the base D to the top, more or less, and about three and a half inches in diameter at the top, and the bottom made six by ten inches square, and of circular form where it rests upon the base D, with ratches on the back or the side opposite to the point of the circular tenon. The said piece A should have a circular tenon, made to work easily in the mortise in the base D. A space should be made in the piece A, with a thread cut for the screw S to work in, and the said screw S should be about eighteen inches long and two and a half inches in diameter, more or less, and should stand perpendicular and have the common arrangement of a lever now in use for the purpose of turning to raise a weight. The caps E H I should be made of circular form on the top, and cut uneven to prevent slipping when used. The cap E should form a part of a circle with the shoulders at the bottom of the piece A, and be made ten inches long and three and a half inches wide and two and a half inches thick, more or less, with a strong joint upon the end opposite to where it rests upon the screw S, with the brace G firmly secured at the joint by a bolt, and the said brace G should be made one foot long, three and a half inches wide, and one inch thick, with one end fitted to make a part of the joint at the end of the piece E, with the lower end fitted to work in the ratches on the piece A and act as a support to the cap E. The caps E and H should be fitted to the top of the screw S, so as to permit the said screw S to turn while the said caps E and H remain fixed.

The piece B may be made in two parts, of cast-iron, and put together with bolts, with a a space four inches wide and one inch deep in the center for the slide F to work in, with a circular tenon to work in the mortise of the base D, similar to the tenon on the piece A. Strong catches should be firmly secured to the top of the piece B. The piece F should be fitted to slide in the space in the center of the piece B, with ratches to receive the catches at the top of the piece B, with the cap I firmly fixed on the top of the said slide F. The caps H I should be sufficiently large to cover the tops of the pieces A B.

The piece C may be made of cast-iron and of any required length and strength, with a circular tenon to work in the mortise in the base D.

The pieces B C are to be used when a weight has been raised.

The object first contemplated in the use of this invention was the swinging of a steam rail-car into place when off the track.

To operate this jack I set two of them under a steam railway-car (when off from the track,) as seen by the bases D D in Fig. 2, and after having raised the car motion may be given and the car will swing in the direction of the track.

I do not claim the raising of weights; but

What I do claim, and wish to secure by Letters Patent, is—

1. The employment and use of joint at the base D.

2. The combination of the joint at the base D with the pieces A B C and the brace G.

JOSEPH H. CLARK.

Witnesses:

WM. W. LOTHROP,

E. R. BARBOUR.