A. K. NORRIS.

CARRYING-JACK.

No. 169,369. Patented Nov. 2, 1875.

Fig. 1

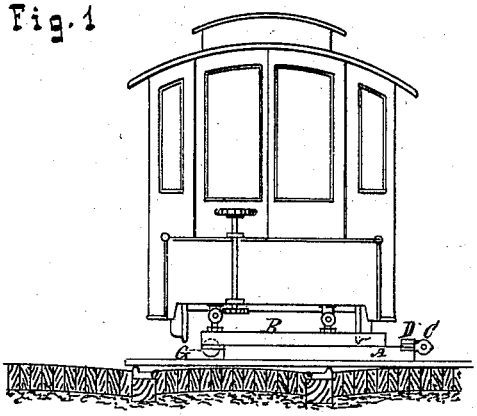


Fig. 2

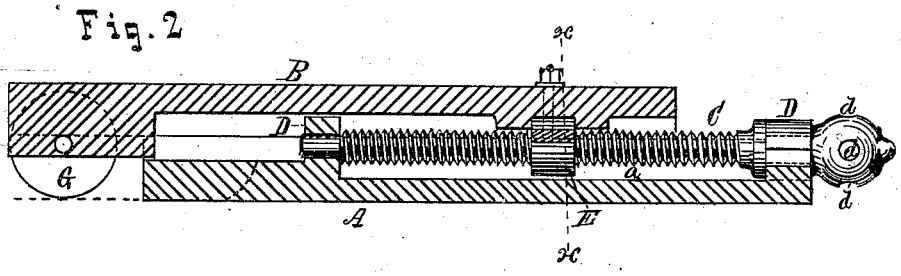
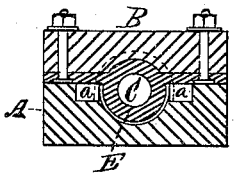


Fig. 3



WITNESSES:

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ALBION K. NORRIS, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN CARRYING-JACKS.

Specification forming part of Letters Patent No. **169,369**, dated November 2, 1875; application filed July 21, 1875.

To all whom it may concern:

Be it known that I, A. K. NORRIS, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Carrying-Jacks; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a side elevation of my said invention, showing the manner of using the same in replacing a car when thrown from the track. Fig. 2 is an enlarged longitudinal section of my said invention; and Fig. 3 is a cross-section taken on the line *x x* drawn across Fig. 2.

Similar letters of reference indicate like parts in the several figures of the drawing.

My invention is designed more especially for moving street or railway cars laterally to replace the same upon the track when displaced, but may be used in moving other heavy bodies; and the improvement consists in the arrangement of the parts, as will be more fully understood by the following description and claim.

In the drawings, A represents the bed of the jack, which is substantially made of wood or metal, as may be preferred. This bed is provided centrally with a longitudinal groove or channel, *a*, as shown in Figs. 1 and 2. B is a movable rail or platform, which is fitted into the groove *a*, and so arranged as to admit of being easily moved in the direction of its length. C is a wrought-metal screw, which is journaled in bearings D D, permanently attached to the bed A, and so arranged as to admit of a free and easy rotary movement. E is a screw-nut, which is mounted on the screw C, and permanently attached to the lower surface of the rail B, as shown in Figs. 2 and 3. The outer end of the screw is provided with a series of holes, *d*, adapted to receive a suitable lever for imparting a rotary movement to the screw.

The arrangement of the several parts is such that, as the screw is revolved on its bearings, the platform D is moved on the bed A in the direction of its length toward or from the screw. G is an auxiliary wheel, which is journaled within the outer end of the platform, the object of which is to support the same when extended.

My invention is operated as follows: The jack proper is placed upon the ground immediately under the car to be moved. The car is then elevated off the ground by the ordinary jack-screws resting upon the upper surface of the rail or platform B. Screw C is then rotated, which imparts a longitudinal movement to the rail or platform, moving the car laterally upon the track.

Having thus described my invention, I claim—

In combination with the grooved bed A and movable platform B, adapted to move in the groove *a* of the bed, and provided with the auxiliary wheel G, the screw C, and nut F, all arranged substantially as and for the purpose specified.

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