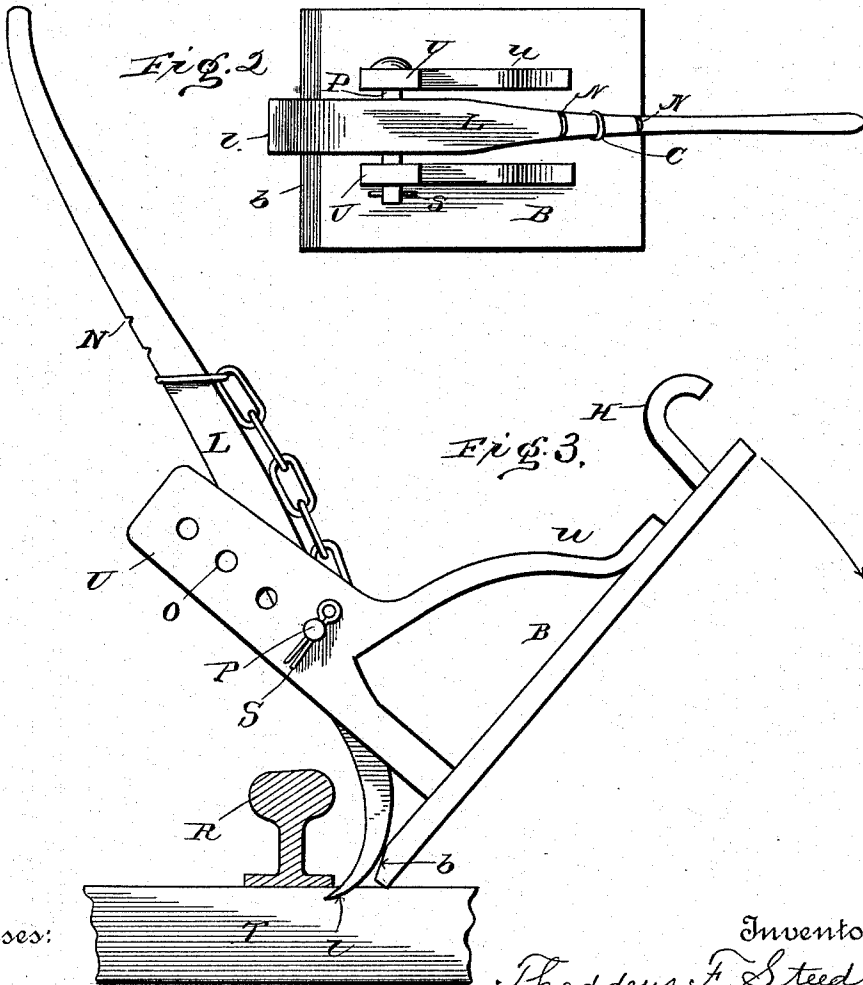
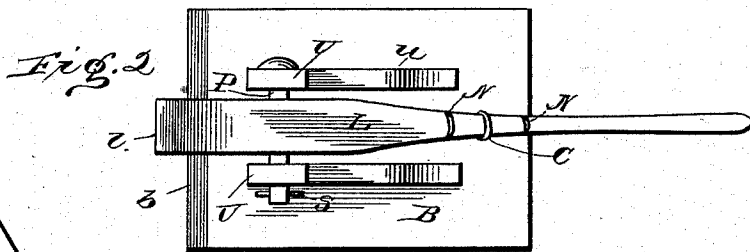
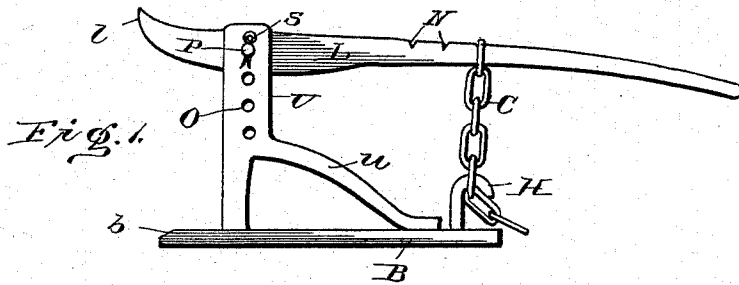


(No Model.)

T. F. STEED.  
TRACK RAISER.

No. 527,514.

Patented Oct. 16, 1894.



Witnesses:

J. H. Jochem Jr.  
Helena Bann

Inventor:

Thaddeus F. Steed,

By his Attorneys,

Collamer & Co.

# UNITED STATES PATENT OFFICE.

THADDEUS FRANKLIN STEED, OF MERKEL, TEXAS.

## TRACK-RAISER.

SPECIFICATION forming part of Letters Patent No. 527,514, dated October 16, 1894.

Application filed June 1, 1894. Serial No. 513,139. (No model.)

*To all whom it may concern:*

Be it known that I, THADDEUS FRANKLIN STEED, a citizen of the United States, and a resident of Merkel, Taylor county, State of Texas, have invented certain new and useful Improvements in Track-Raisers; and my preferred manner of carrying out the invention is set forth in the following full, clear, and exact description, terminating with a claim particularly specifying the novelty.

This invention relates to railways, and more especially to the tools employed in building and repairing the same; and the object of the invention is to produce an improved track raiser.

To this end the invention consists in a jack for raising and holding in elevated position a rail—the construction of said jack being substantially that which is set forth below and illustrated in the drawings, wherein—

Figure 1 is a side elevation of this jack shown in position to support a rail. Fig. 2 is a plan view. Fig. 3 is a side elevation showing how the device may be rested on two adjacent ties so that the tip of the lever can pass under a rail.

In the said drawings, B is a flat base preferably having its front edge beveled as at *b*, and U U are two uprights rising from the base near its front end and having rearwardly extending braces *u*. The vertical portions of these uprights are provided with a series of about four aligned holes or openings O, through any one of which may be passed a pin P having a head at one end and a transverse hole near its other end to receive a split pin S.

L is the lifting lever whose body is of about the shape shown in the drawings, and whose operative or front end is turned up and sharpened as at *l*; and N indicates a number of notches in the upper side of this lever in rear of the pivot, which latter is merely a hole through the body of the lever through which the pin P passes.

C is a chain the upper link of which embraces the handle of the lever and is adapted to be seated in any of said notches N, and any of whose links is adapted to engage a hook H rising from and secured to the base B near its rear end.

All parts of this device are of the desired

sizes, shapes, materials, and proportions, and considerable change may be made in the details of construction without departing from the principle of my invention.

In use, the device can obviously be employed as an ordinary lifting jack for raising carriage or wagon axles or other devices; and the pin P can be removed from the hole shown and inserted in any of the holes in the uprights so that the operative end of the lever will work at the desired elevation from the ground; and after such adjustment of the fulcrum of the lever the chain can be advantageously used, though links lower down will engage the hook.

I am aware that it is not new to form a number of holes in the uprights and to adjustably pivot the lever in such holes. Neither is it new to form the notches on the handle and adjustably engage a loop with said notches and connect its opposite end with some stationary part; but my invention differs from this because in connection with the vertical adjustability of the pivot of the lever, I use a chain connecting the handle with a hook in the base—by which construction, after the pivot is adjusted, the links of the chain engage the hook just as serviceably as they did before the adjustment, and the notches in the lever are at all times useful; but the chief use to which I propose to put this invention is for raising and supporting rails while they are being straightened, repaired, or otherwise treated, and to the end that the jack may be best suited for this purpose, I have so shaped and proportioned the parts as shown in Fig. 3 that when the pin P is in the lowermost hole O the front end of the base B may be placed across two ties T and the curved end *l* of the lever L depressed until it rests on the beveled edge *b* of the base. At this time the extreme point of the lever will project below the front edge of the base B which latter will be raised to the position here shown; and after the whole is pressed forward so that the point passes under the rail R, the base is lowered as indicated by the arrow and it will be found that the point of the lever has been passed under the rail so that it can be conveniently raised, as will be clear.

What is claimed as new is—

In a track raiser, the combination with a base having its upper edge beveled off at its front end, an upright rising from the base near said front end, and a hook in the base  
 5 at its rear end; of a lever pivoted between its ends to said upright, the body of the lever forward of its pivot being curved upwardly and sharpened and of sufficient length to lie upon the bevel of the base and to project be-  
 10 yond its front edge, and a chain connected

with the lever in rear of its pivot and detachably engaging said hook, as and for the purpose set forth.

In testimony whereof I have hereunto subscribed my signature on this the 4th day of 15  
 May, A. D. 1894.

THADDEUS FRANKLIN STEED.

Witnesses:

JACOB W. BROOKS,  
 BENJAMIN A. COX.