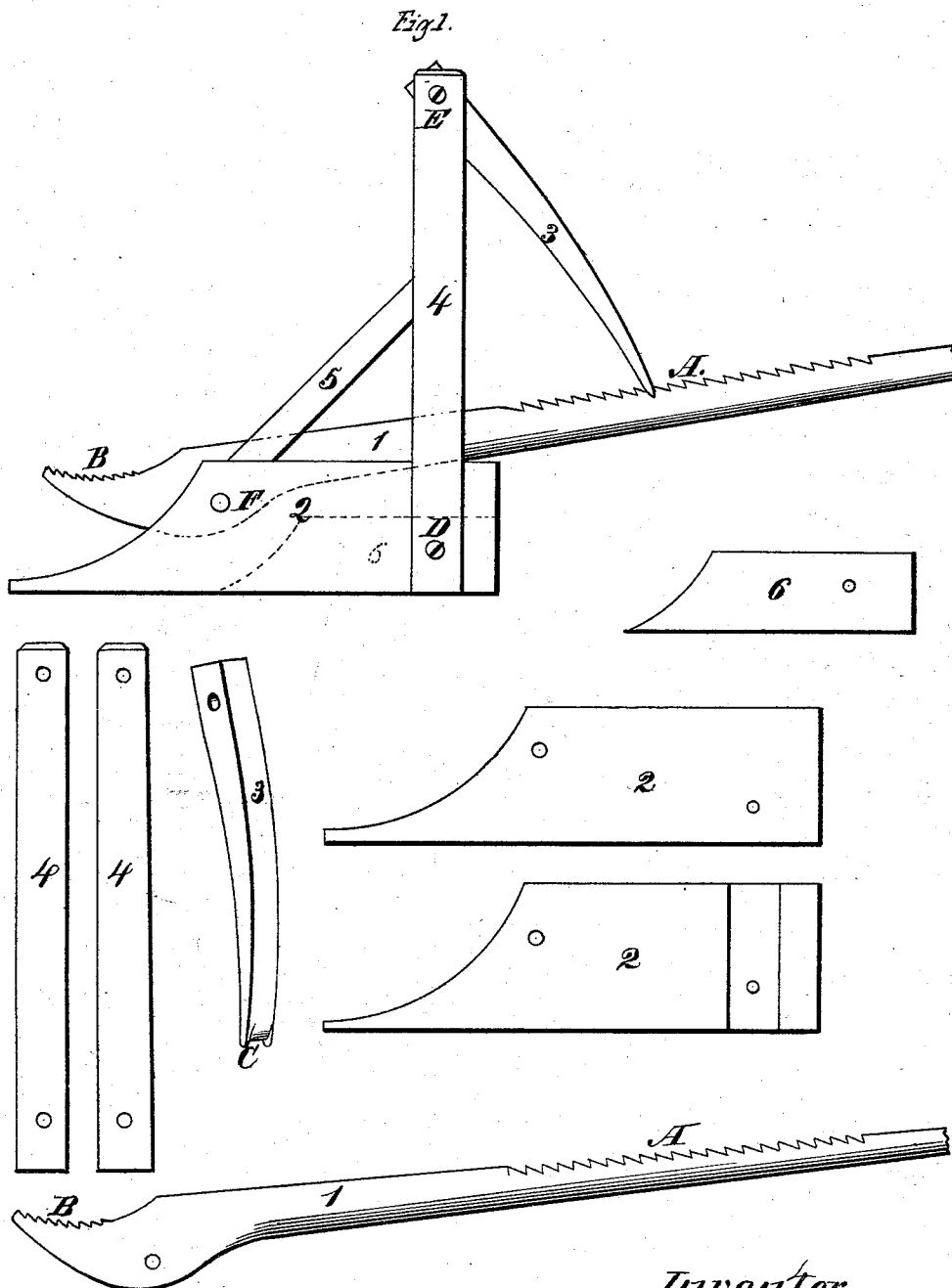


A. H. ARNOT.
Railway Track-Lifters.

No. 135,747.

Patented Feb. 11, 1873.



Witnesses:
C. E. Carr,
J. W. Mangum,

Inventor.
A. H. Arnot,

UNITED STATES PATENT OFFICE.

AUGUSTUS H. ARNOT, OF MORRISTOWN, ASSIGNOR OF ONE-HALF HIS
RIGHT TO THOMAS J. SPECK, OF ROGERSVILLE, TENNESSEE.

IMPROVEMENT IN RAILWAY-TRACK LIFTERS.

Specification forming part of Letters Patent No. 135,747, dated February 11, 1873.

To all whom it may concern:

Be it known that I, A. H. ARNOT, of Morristown, in the county of Hamblin and State of Tennessee, have invented a new and Improved Track-Lifter, of which the following is a specification:

Figure 1 in the drawing shows the lifter in side elevation, and also the several parts thereof detached.

My invention relates to an apparatus designed to be used chiefly for lifting rails in the process of repairing, removing, &c., of railroad track. It consists of a frame formed of a base or foot, 2, vertical standard 4, and brace 5. Each of these is formed of two like parts, leaving a space between them to receive the lever 1, pawl 3, and block 6. The bolts E F D, for securing the parts of the frame together, constitute also the pivot or fulcrum of the pawl and lever, and the means of clamping or holding the block 6. The pawl 3 engages with teeth A on the lever-handle, and a roughened surface is likewise formed at B on the nose or forward end of the same to adapt it to bite the rail.

In practice, the beveled or front end of the

foot 2 and nose of the lever are inserted between the ties and under the rail to be lifted. The handle or power end of the lever is then depressed sufficiently to effect the desired result, the pawl following over the ratchet-teeth and locking the lever at the successive points or various angles.

The lifter is easily managed, and saves much time and labor.

Pivoted pawls and levers provided with ratchet-teeth have been previously combined with a standard and foot piece or base to form a lifting-jack adapted for use in connection with wheeled vehicles, &c.

What I therefore claim as new is—

The foot-piece, beveled at its forward end and formed of the two like parts 2 2, the lever 1 (A B) pivoted between them at F, the block 6, and the standard formed of the parts 4 4, applied to the rear end of the foot-piece, as described, and the pawl 3, all constructed and arranged to operate as set forth.

A. H. ARNOT.

Attest:

C. E. CARRIGU,
J. W. MANGUN.