

(No Model.)

T. CARNEY.
LIFTING JACK.

No. 288,009.

Patented Nov. 6, 1883.

Fig. 1.

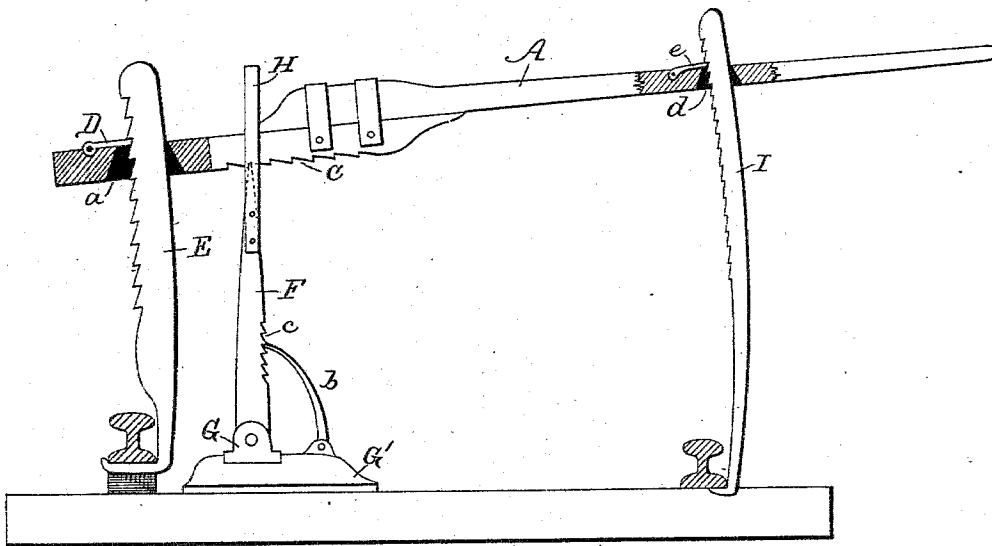


Fig. 2.

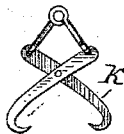
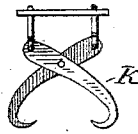


Fig. 3.



Fig. 4.



WITNESSES:

Thos Houghton.
Edw. A. Byrne

INVENTOR:

INVENTOR:
Thomas Carney
BY *Meunier & Co*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

THOMAS CARNEY, OF ARBUCKLE, WEST VIRGINIA.

LIFTING-JACK.

SPECIFICATION forming part of Letters Patent No. 288,009, dated November 6, 1883.

Application filed August 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, THOMAS CARNEY, a citizen of the United States, at present residing at Arbuckle, in the county of Mason and State of West Virginia, have invented a new and useful Improvement in Lifting-Jacks, of which the following is a specification.

My invention relates to lifting-jacks of that class which are used in the construction or repair of railroad-tracks, and are known as "track-raisers;" and it consists in the peculiar construction and arrangement of parts, whereby the device is rendered more convenient and efficient, as hereinafter described, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation, partly in section, showing the lifting-jack applied to the rails of a track; and Figs. 2, 3, and 4 are details of different forms of grappling-hooks.

In the drawings, A represents a long lever, which may be made in one piece, or may be made of two spliced sections, as shown. The larger end of the lever is made of metal, with teeth or notches C on its lower side, while to its upper side is hinged a metal pawl or detent, D. Through this end of the lever is a slot, *a*, in which plays a detachable lift-bar, E. This lift-bar has a hook at its lower end to engage with the track-rail, and upon its front edge has a series of downwardly-projecting teeth, which are engaged by the end of the hinged detent D, to hold the bar up to the lever.

F is an adjustable fulcrum-standard, of steel, which is pivoted or jointed at its lower end to a shoe or base plate, G, resting upon a wooden base, C', so as to rock, and whose movement may be limited by a bar, *b*, engaging with notches *c* in the fulcrum-standard F. The upper end of the standard is made chisel shape. To each side of the standard are attached the ends of a clevis-shaped keeper or bail H, which passes around and holds the lever upon its fulcrum-standard.

Now, to raise one of the rails of a track, the lift-bar E is adjusted with its hook beneath the rail, the lever raised, the detent adjusted

to the teeth of the lift-bar, and the lever then depressed, when the lever fulcrums on the standard and the standard swings slightly to accommodate the movement. To hold the rail up I provide the lever near its middle with a slot, *d*, and a detent, *e*, and through this slot I pass a holding-bar, I, having teeth upon one edge to engage with the detent, while the lower end of the holding-bar is made to hook under the other rail, thus maintaining the position of the lever. By varying the position of the toothed surface C on the fulcrum-standard the degree of leverage may be increased or diminished, while the connection of the bail or strap permits the lever to be entirely removed from the standard, disposed in compact or convenient relation thereto for transportation.

When the device is used for raising ties, a lift-bar, J, having a swivel and one of the forms of hooks shown in Figs. 2, 3, and 4, is used.

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

1. The combination, with the fulcrum-standard F, having chisel end, and a keeper or bail, H, of the lever A, having teeth C on its inner side and lifting devices at the end, substantially as shown and described.

2. The combination, with the lever having teeth C, of the fulcrum-standard F, having notches *c* and bail H at its upper end, and pivoted to the base at the lower end, and a brace-bar, *b*, as and for the purpose described.

3. The lever having slot *a*, in combination with the detent D, the fulcrum-standard, and the lift-bar E, as and for the purpose described.

4. The combination, with the lever A, the fulcrum-standard F, and the lift-bar E, of a toothed holding-bar arranged in a slot, *d*, of the lever, between the fulcrum and handle end, and a detent, *e*, for connecting said holding-bar to the lever, substantially as and for the purpose set forth.

THOMAS CARNEY.

Witnesses:

DANIEL SAYRE,
SMITH TILLIS.