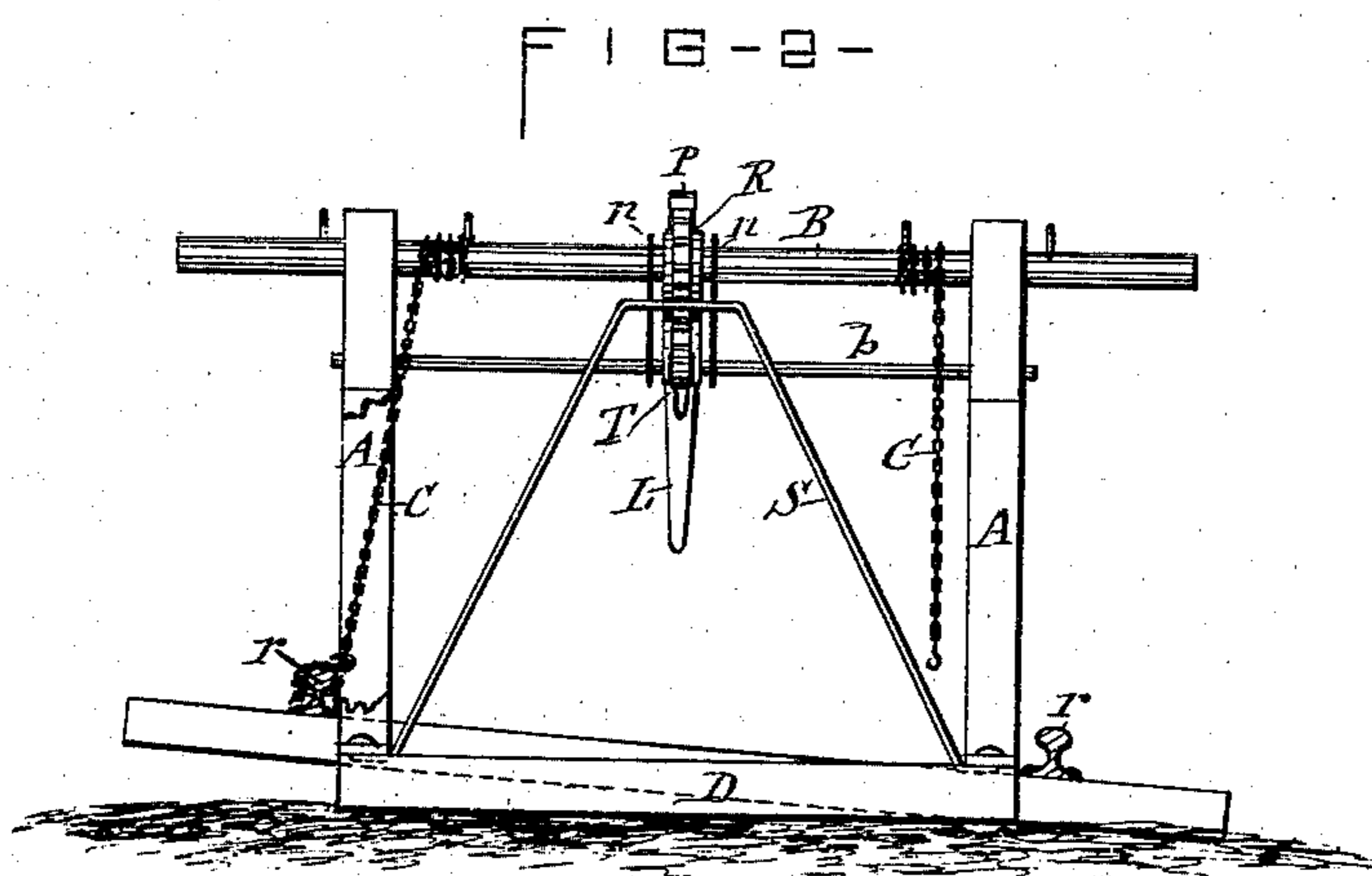
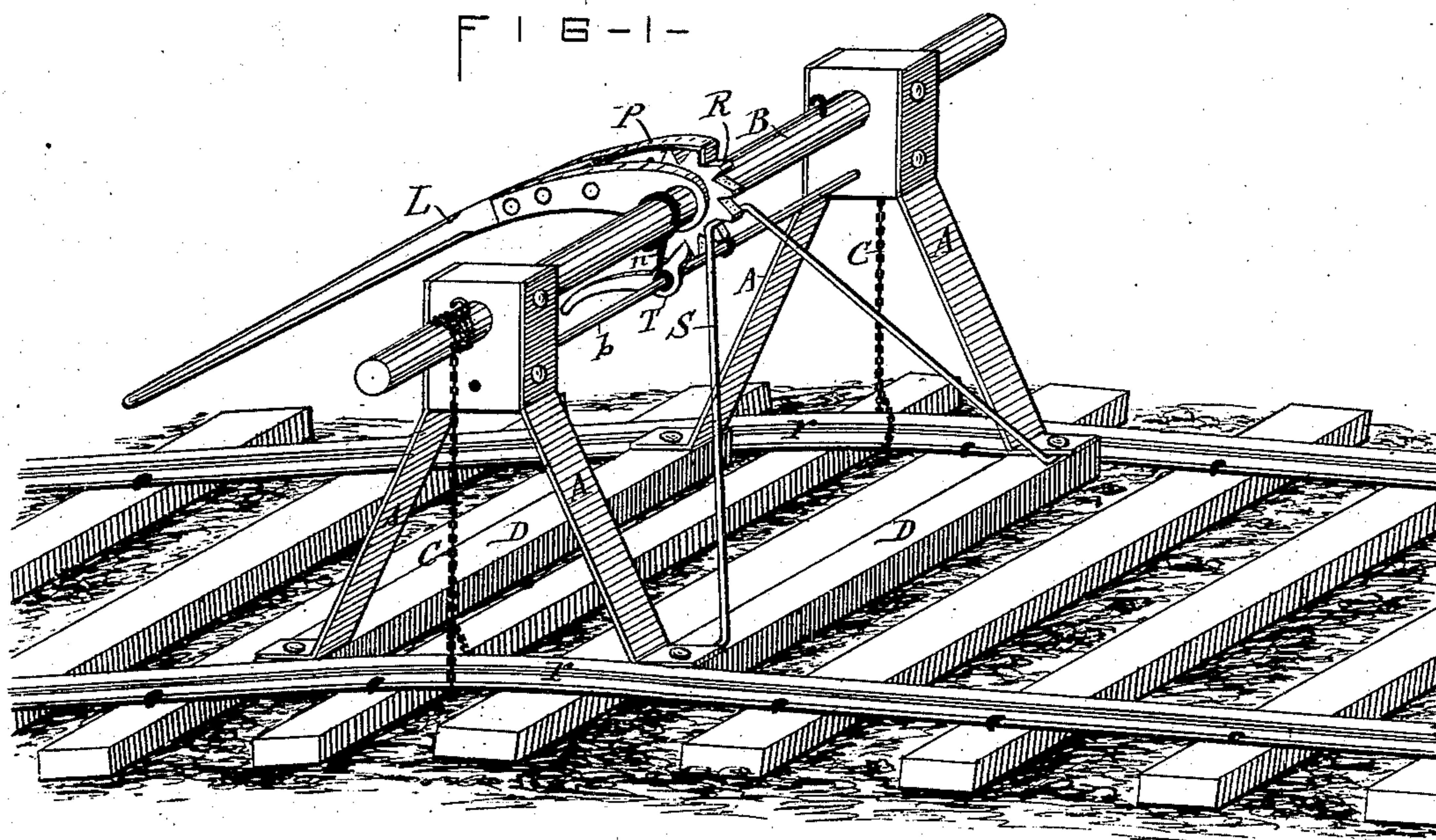


(No Model.)

D. E. TEAL.
RAILWAY JACK.

No. 263,077.

Patented Aug. 22, 1882.



WITNESSES —

Coms C. Raymond.
C. Bendixon

INVENTOR —

Daniel E. Teal
per Quell Laasst Hey
his attys

UNITED STATES PATENT OFFICE.

DANIEL E. TEAL, OF ONEIDA CASTLE, NEW YORK.

RAILWAY-JACK.

SPECIFICATION forming part of Letters Patent No. 263,077, dated August 22, 1882.

Application filed June 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, DANIEL E. TEAL, of Oneida Castle, in the county of Madison, in the State of New York, have invented new and
5 useful Improvements in Railway-Jacks, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to a novel, simple, convenient, and effective device for raising railway-tracks in the process of repairing, renewing, or ballasting the same.

The invention is fully illustrated in the annexed drawings, wherein Figure 1 is a perspective view of the apparatus in position for
15 raising the rails and ties of a railway-track in the process of ballasting or leveling the same; and Fig. 2 is a front view, showing its adaption for raising only one side of the track.

Similar letters of reference indicate corresponding parts.

A A denote two standards, having inclined legs, the feet of which rest on two cross-sills, D D, extended from standard to standard, and
25 leaving an unobstructed opening between the legs of the respective standards, so as to allow them to stride one or more cross-ties of the track.

B is a cross-shaft journaled in the upper
30 portion of the two standards, and projecting at the outer sides of the same. At opposite sides of the respective standards the shaft B is provided with suitable fixed means for attaching thereto two chains, C C, one at each end of the
35 shaft, said chains being provided at their extremity with a hook or suitable clutch for connecting the said chains with a rail of a railway-track.

R represents a ratchet-wheel firmly secured to the shaft B, and L is a lever hinged on said
40 shaft, said lever being provided with a pawl, P, adapted to engage ratchet-wheel, R, and turn the same by the operation of the lever.

S denotes a stop for preventing the retrograde or reverse movement of the ratchet. Said stop I form of a stout metal bar, bent U
45 shape and hinged at its extremities on the sills D D of the standards, at or near the ends thereof, the central portion of said bar being adapted to engage the teeth of the ratchet-wheel,
50

as best shown in Fig. 1 of the drawings. The stop S, supported on the sills D D, as before described, is thus made to serve as a brace to the apparatus.

T represents an auxiliary or safety-stop, in
55 the form of a lever, pivoted on a cross-bar, b, which is secured to the standards A A, and supported at its center by metal straps or suspension-bars n n, connected to the shaft B. Said stop is adapted to engage the teeth of the
60 ratchet-wheel R. It is weighted, so as to be held automatically in its aforesaid engagement.

The operation of my invention is as follows: When it is desired to raise the ties E for leveling or ballasting the track the standards A
65 A are placed astride the ties, bringing the sills D D to rest between the ties. The free ends of the chains C C are then connected to the rails r and wound upon the shaft B by operating the
70 lever L, which, by means of its pawl P, imparts the requisite rotary motion to said shaft. The winding up of the said chains raises the rails r, with the ties E connected thereto, the stops S and T preventing the reverse motion
75 of the ratchet, and thus retaining the track in its raised position while the workmen fill in under the tie with ballast, or with the necessary material to level the track.

In case only one side of the track is to be
80 raised, the chains C C are to be shifted to the connecting devices on the shaft B at the inner side of the standards, as shown in Fig. 2 of the drawings.

If it is desired to raise the rail without the
85 ties, I prefer to place the standards astride the rail and rest the sills D on the cross-ties of the track.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, 90 is,—

1. The improved railway-jack, consisting of the standards A A, having inclined legs resting with their feet on cross-sills D D, the cross-shaft B, ratchet R, fixed on said shaft, 95 lever L, pawl P, stop S, and chains C C, respectively, on opposite ends of the shaft B, all combined and operating substantially as described and shown, for the purpose specified.

2. The combination, with the standards A A, 100

shaft B, ratchet R, lever L, pawl P, and chains
C C, of the combined stop and brace S, hinged
to the foot of the standards and extended to
the ratchet, substantially in the manner and
5 for the purpose set forth and shown.

3. The combination, with the standards A A,
shaft B, ratchet R, lever L, pawl P, chains C
C, and combined stop and brace S, of the aux-
iliary or safety stop T, consisting of a pivoted
10 lever held automatically in engagement with
the ratchet, substantially as set forth and
shown.

4. The combination of the standards A A,
shaft B, ratchet R, lever L, pawl P, chains C

C, combined stop and brace S, cross-bar *b*, sus- 15
pension-rods *n n*, and the auxiliary stop T, piv-
oted on the bar *b*, substantially as described
and shown, for the purpose set forth.

In testimony whereof I have hereunto signed
my name and affixed my seal, in the presence 20
of two attesting witnesses, at Syracuse, in the
county of Onondaga, in the State of New York,
this 29th day of May, 1882,

DANIEL E. TEAL. [L. S.]

Witnesses:

C. H. DUELL,

WM. C. RAYMOND.