

(No Model.)

W. R. DICKERSON.

DEVICE FOR RAISING AND LINING RAILROAD TRACKS.

No. 271,611.

Patented Feb. 6, 1883.

Fig. 1,

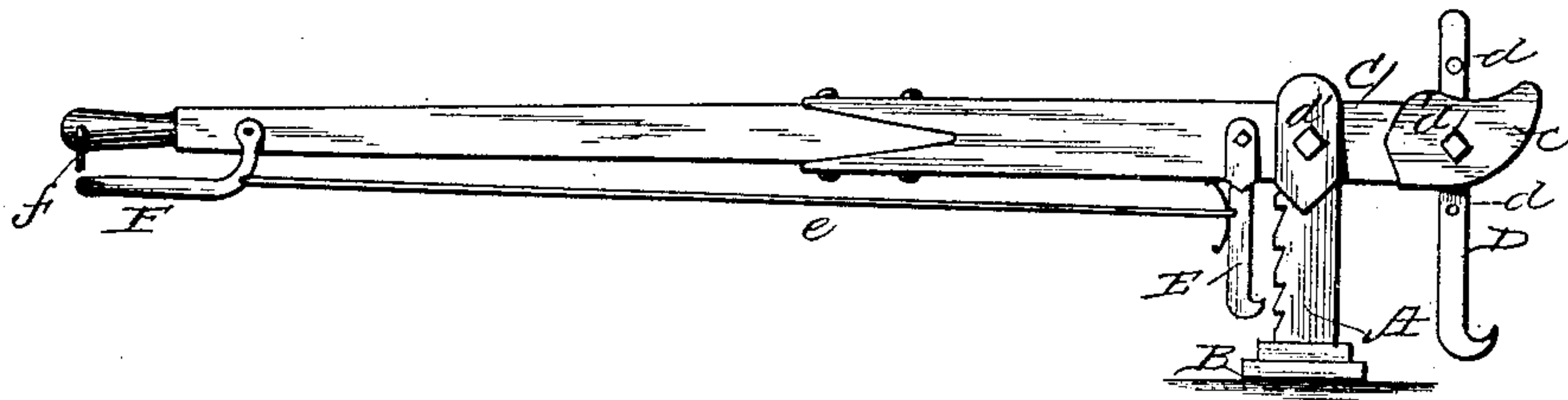
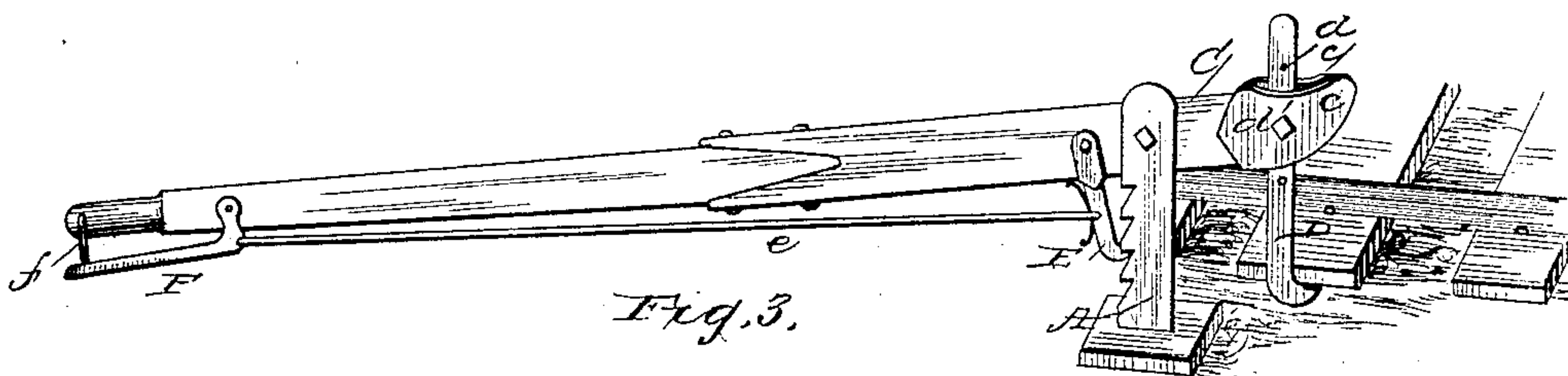
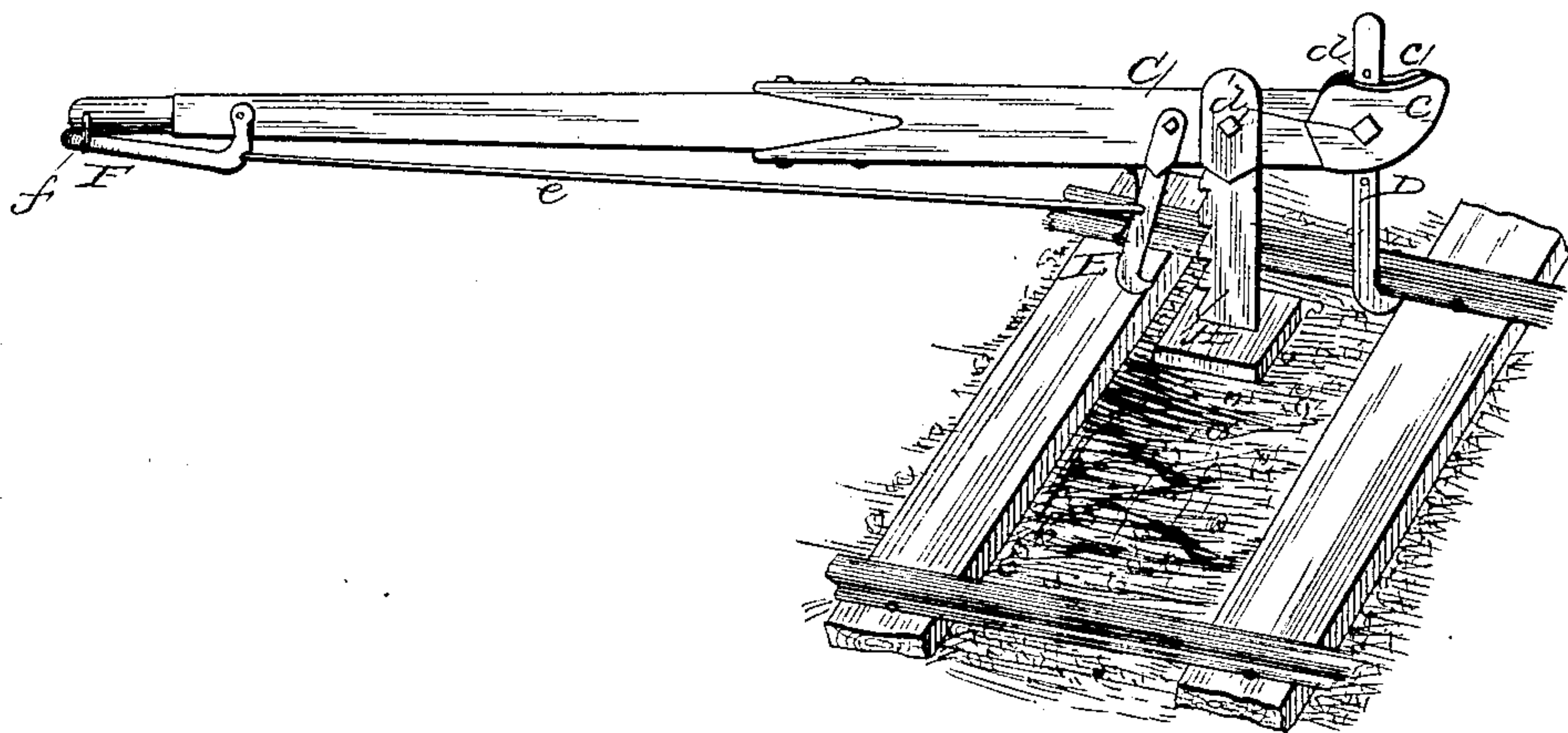


Fig. 2,



WITNESSES:

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DEVICE FOR RAISING AND LINING RAILROAD-TRACKS.

SPECIFICATION forming part of Letters Patent No. 271,611, dated February 6, 1883.

Application filed July 11, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM R. DICKERSON, a citizen of the United States, residing at North Bend, in the county of Dodge and State of Nebraska, have invented certain new and useful Improvements in Devices for Raising and Lining Tracks on Railroads; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to certain new and useful improvements in devices especially designed for raising and lining railroad-tracks; and the invention consists in the novel construction, combination, and arrangement of parts, all as will be hereinafter fully described, and set forth in the claim hereto annexed.

Referring to the accompanying drawings, Figure 1 represents a side elevation of my improved device. Fig. 2 represents the arrangement of the parts of my improved device when in position to be used for lining railroad-tracks; Fig. 3, a similar view of the parts in position for raising tracks.

In the drawings, A represents a standard toothed bar supported on a base-block, B, and C a long lever fulcrumed or pivoted near its front end to the standard at its upper end. The lever C is provided at its front end with metallic plates *c c*, between which is fulcrumed a lifting-hook, D, having in its shank portion a series of holes, *d*, for the reception of the ful-

crum-pin *d'*, by means of which said hook is susceptible of vertical adjustment.

E represents a pawl arranged in rear of the standard A and pivoted to the lever C, and adapted to be thrown into and out of engagement with the teeth of said standard through the medium of the connecting-rod *e* and small bent crank-lever F, fulcrumed near the rear end of lever C. A ring, *f*, connected to the lever at its rear end, is used for holding the pawl out of engagement with the toothed standard when the device is used for lining tracks.

The operation of my improved device being clearly represented in Figs. 2 and 3, further description is deemed unnecessary.

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

The herein-described device for raising and lining railroad-tracks, consisting of toothed standard and base-block A B, lever C, fulcrumed to said standard, and having pivoted lifting-hook D in front of said standard and pivoted pawl in rear thereof, and a small pivoted bell-crank lever, F, at its rear end, and the rod *e* for connecting the lever F with the pawl E, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM R. DICKERSON.

Witnesses:

THOMAS R. ACORN,
DUNHAM M. STRONG.