

No. 751,978.

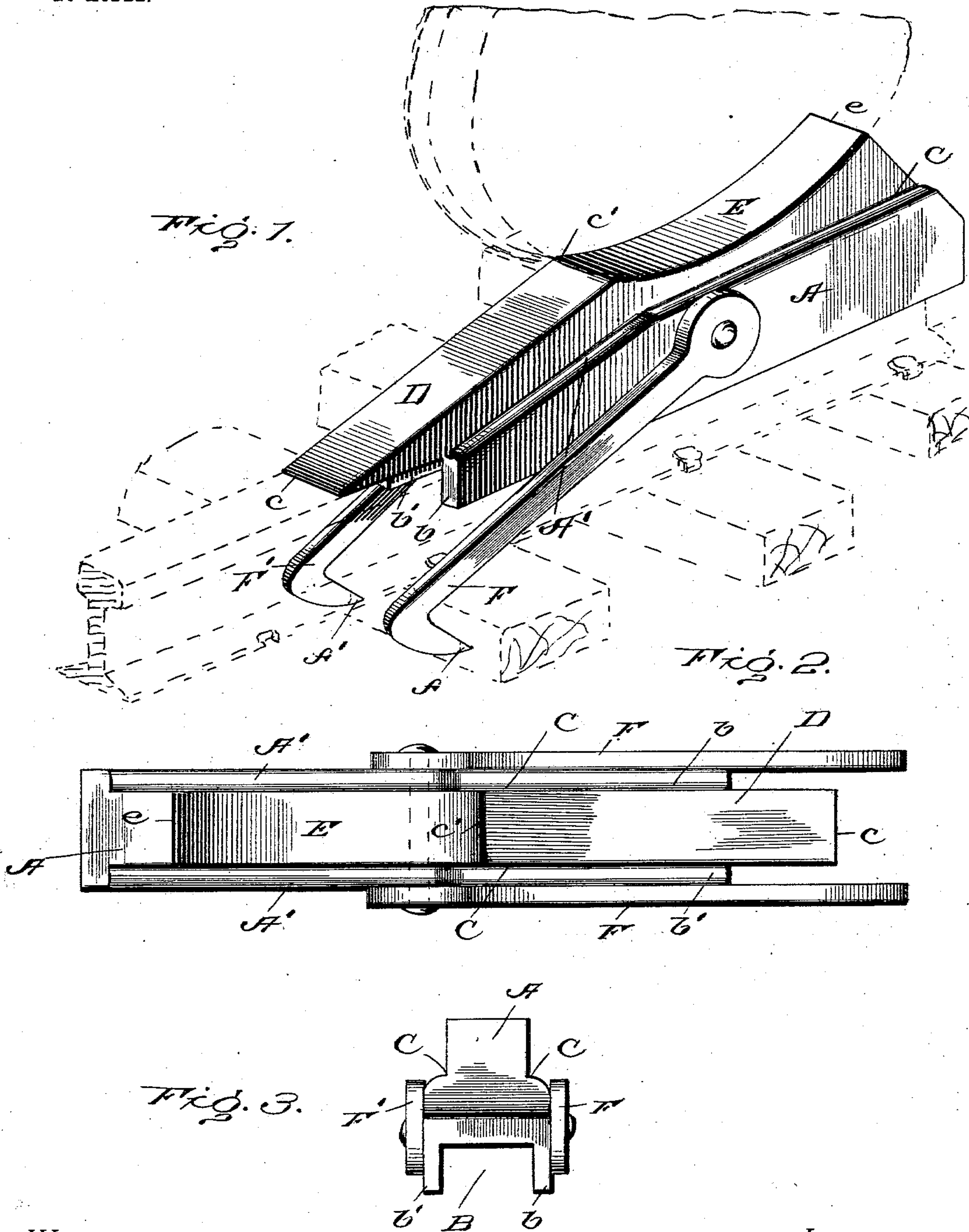
PATENTED FEB. 9, 1904.

R. W. DAVIDSON.

CAR RAISER.

APPLICATION FILED JUNE 22, 1903.

NO MODEL.



WITNESSES:

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ROBERT W. DAVIDSON, OF SALT LAKE CITY, UTAH.

CAR-RAISER.

SPECIFICATION forming part of Letters Patent No. 751,978, dated February 9, 1904.

Application filed June 22, 1903. Serial No. 162,579. (No model.)

To all whom it may concern:

Be it known that I, ROBERT W. DAVIDSON, a citizen of the United States, residing at Salt Lake City, in the county of Salt Lake and State of Utah, have invented new and useful Improvements in Car-Raisers, of which the following is a specification.

My invention relates to improvements in car-raisers, and more particularly pertains to that class used in raising large and heavy engines.

The object of my invention is to provide a device which is placed upon the track, and the car is run thereon and is held, thus raising the car or engine, so that it can be blocked in said position, so that a new wheel or springs can be placed thereunder, or for any other purpose for which a car is raised from the track.

Another object of my invention is to provide a device of this character in which after the wheels of the car have traveled up the inclined face of the member placed upon the track they drop into a recess therein, and thus the car or engine is held against backward or forward movement under ordinary circumstances, and when the car or engine is to be removed or lowered it can be backed therefrom down the inclined face.

In the accompanying drawings, Figure 1 is a perspective view of my device applied to the rails and the car-wheels held thereon. Fig. 2 is an enlarged top plan view of my device. Fig. 3 is a rear end view.

My invention consists in placing a block of the character hereinafter more fully described on each rail opposite each other and upon which the car or engine is adapted to run, the wheels thereof dropping into the depressions in the upper portions thereof, and thus it will be seen that the front end or one end of the car is supported up from the track and the car can be blocked in said position and the springs or wheels removed and repaired.

Referring now to the drawings, A represents a block which is preferably made of steel, but could be of any desired metal, as this forms no part of my invention. Said block A consists of an elongated body portion which is slightly wider than the width of an ordinary

rail used on steam-railways and is provided with a groove B in its lower face, which is of a width equal to the width of an ordinary rail, and thus it is seen that the said block has the downwardly-extending flanges *b* and *b'*, which are adapted to rest in either side of the rail and prevent the block from having any side-wise movement thereon. The upper portion of the block A is slightly reduced at C in order to bring the wheel-bearing surface of the block in a vertical plane with that of the rail, or, in other words, to make the tread between the two surfaces of the block just equal to the distance between the rails, and thus the flange of the wheels will engage the side of the blocks and the car will move up the same in the same manner as if they were on the rails. The said upper reduced portion C has its forward end extending beyond the said downwardly-extending flanges and is upwardly inclined, starting at nothing or a knife-edge at *c* and is gradually inclined upward to *c'*, thus forming the upwardly-inclined surface or tread D.

The reduced portion C of the block A has a curved depression E, which starts at *c'* and has its rear end *e* slightly higher than the point *c'*. Thus it will be seen that when the car travels up the incline and the wheels drop into the depressions E they will not pass out over the rear end *e*. The said depression E is curved, as before stated, and said curve is of a radius equal to that of the ordinary car-wheel. Thus the wheel is firmly held therein against back or forward movement under ordinary circumstances. Pivotaly connected to each side of said portion of the block is a hook F and F', which have their lower ends *f* and *f'* pointed, so that they will engage and enter the cross-ties of the road-bed, and thus prevent the same from sliding on the track.

It is understood that a block is placed on each track opposite each other, and the car-wheels engage the point *c* and travel up the incline D and drop into the depression E, and thus the car is supported above the track and the necessary repairs can be readily made. When it is desired to remove the car, it is backed therefrom over the point *c'* and down the incline D.

Having thus described my invention, what I

100

claim as new, and desire to secure by Letters Patent, is—

1. A car-raiser, comprising a block having a longitudinal groove in its lower face adapted to receive the tread of the rail, the upper face of the block reduced equal to the tread of the rail and beveled upwardly and having a depression adjacent its upper end and hooks pivoted to the sides of said block and adapted to hold the block thereon.

2. A car-raiser, comprising a block made of a single piece of metal and having a longitudinal groove in its lower face adapted to receive the tread of the rail, the upper face of the block reduced equal to the tread of the rail and beveled upward and having a depression adjacent its upper end, and means for preventing the block from sliding on the rail.

3. A car-raiser comprising a block cast of a single piece of metal with a reduced upper edge equal to the width of the rail, and said reduced portion being beveled upward and having a depression adjacent its rear end and said depression having a higher rear wall than the forward wall, said reduced portion having downwardly-extending flanges which extend partially along the sides thereon and forming a groove in its lower face, and means for preventing the block from sliding on the rail.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

ROBERT W. DAVIDSON.

Witnesses:

JOHN C. BENEDICT,
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