

W. H. HARGIS.
Track-Lifting Lever.

No. 168,742.

Patented Oct. 11, 1875.

Fig. 1.

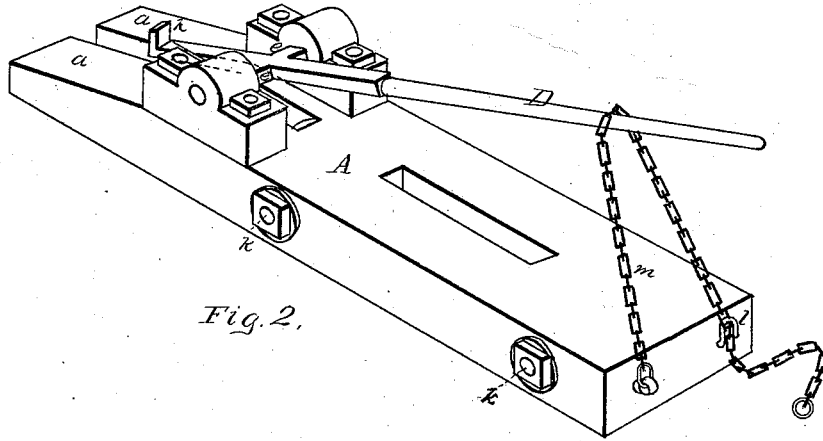
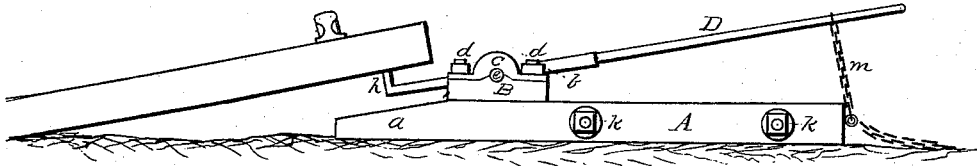


Fig. 2.

WITNESSES
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WILLIAM H. HARGIS, OF CARTERVILLE, GEORGIA.

IMPROVEMENT IN TRACK-LIFTING LEVERS.

Specification forming part of Letters Patent No. **168,742**, dated October 11, 1875; application filed June 19, 1875.

To all whom it may concern:

Be it known that I, WILLIAM H. HARGIS, of Carterville, in the county of Barton and State of Georgia, have invented a new and valuable Improvement in Track-Lifting Levers; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side elevation of my device; and Fig. 2 is a perspective view of the same.

The object of this invention is to provide means for lifting and holding up that portion of a railroad-track under which ballast or filling is to be rammed; and it consists in the construction and novel arrangement of the lifting device, hereinafter shown and described.

In the accompanying drawings, the letter A designates the base of the lift. This is designed to be made of wood, and to extend both forward and backward from the fulcrum, the forward portion consisting of two longitudinal branches, *a a*. B represents the pedestals or journal-seats, and C the caps. These are made of cast-iron, and secured to the base by means of bolts *d*, the heads *e* of which are countersunk in the bottom of the base, and which pass upward through said pedestals and caps, and project for engagement with the fastening-nuts *b*. D represents the lever having the journal-arms *e*, which are seated on the pedestals. This lever is provided with

a hook, *h*, which forms an angle with the lever-bar, and serves to secure a purchase on the cross-tie or other part of the track to be raised.

In order to prevent the base from splitting under the strain, I design to use the transverse tie-bolts *k*, which pass through the wood and are secured by suitable nuts. At the end of the base is secured a hook, *l*, and one end of a locking-chain, *m*. When the track is lifted to the required height the chain is passed over it and secured at its free end to the hook *l*, thus keeping the lever in position, and enabling the operator to do whatever other work may now demand his attention.

I am aware that a lifting-jack, consisting of a lever, check-yoke, and trapeze or swing, has heretofore been employed, as shown in Letters Patent granted to E. L. Marsh, dated September 17, 1867, and I therefore lay no claim to such invention.

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

The combination, substantially as described, of the lever D, having the journal-arms *e* and hook *k*, in combination with the fulcrum-blocks B, caps C, and base-plate A, constructed as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM HENRY HARGIS.

Witnesses:

G. C. TUMLIN,
D. W. K. PEACOCK.