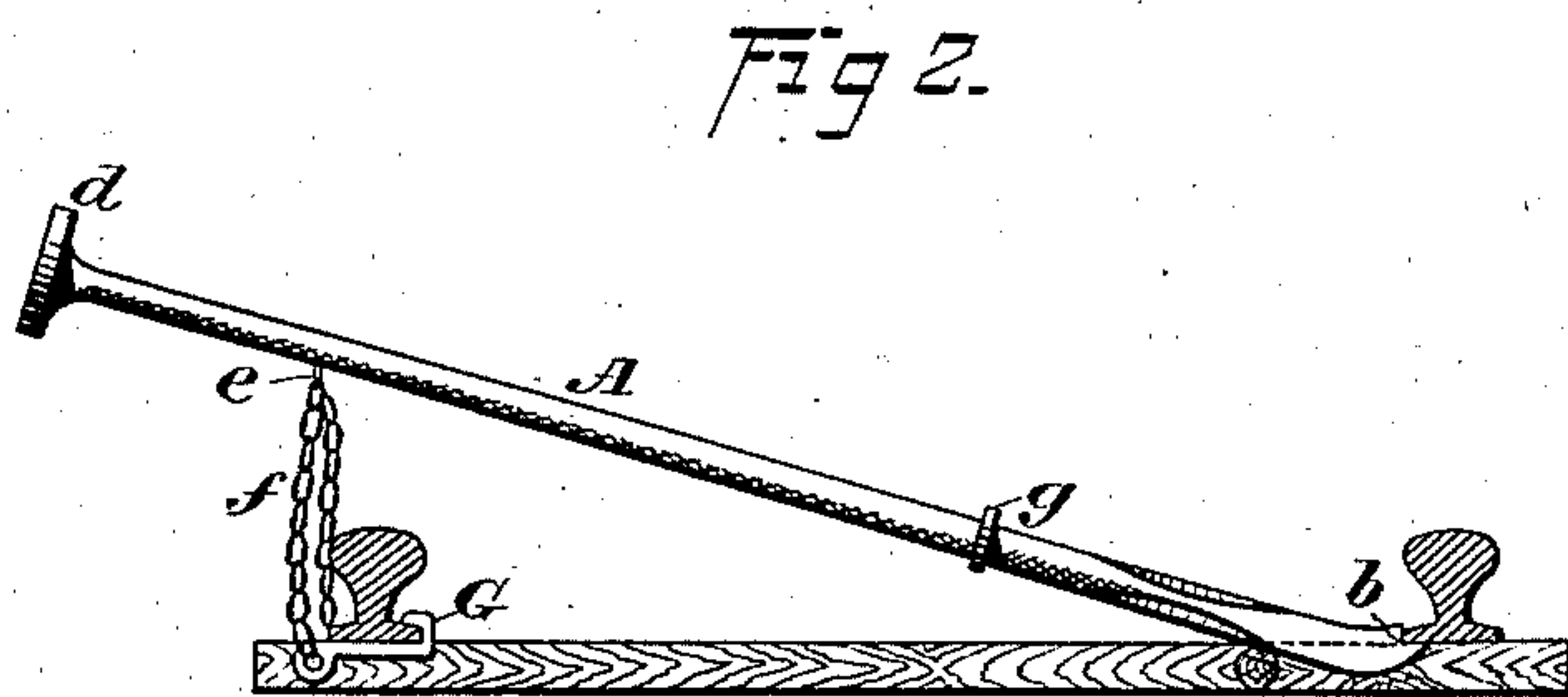
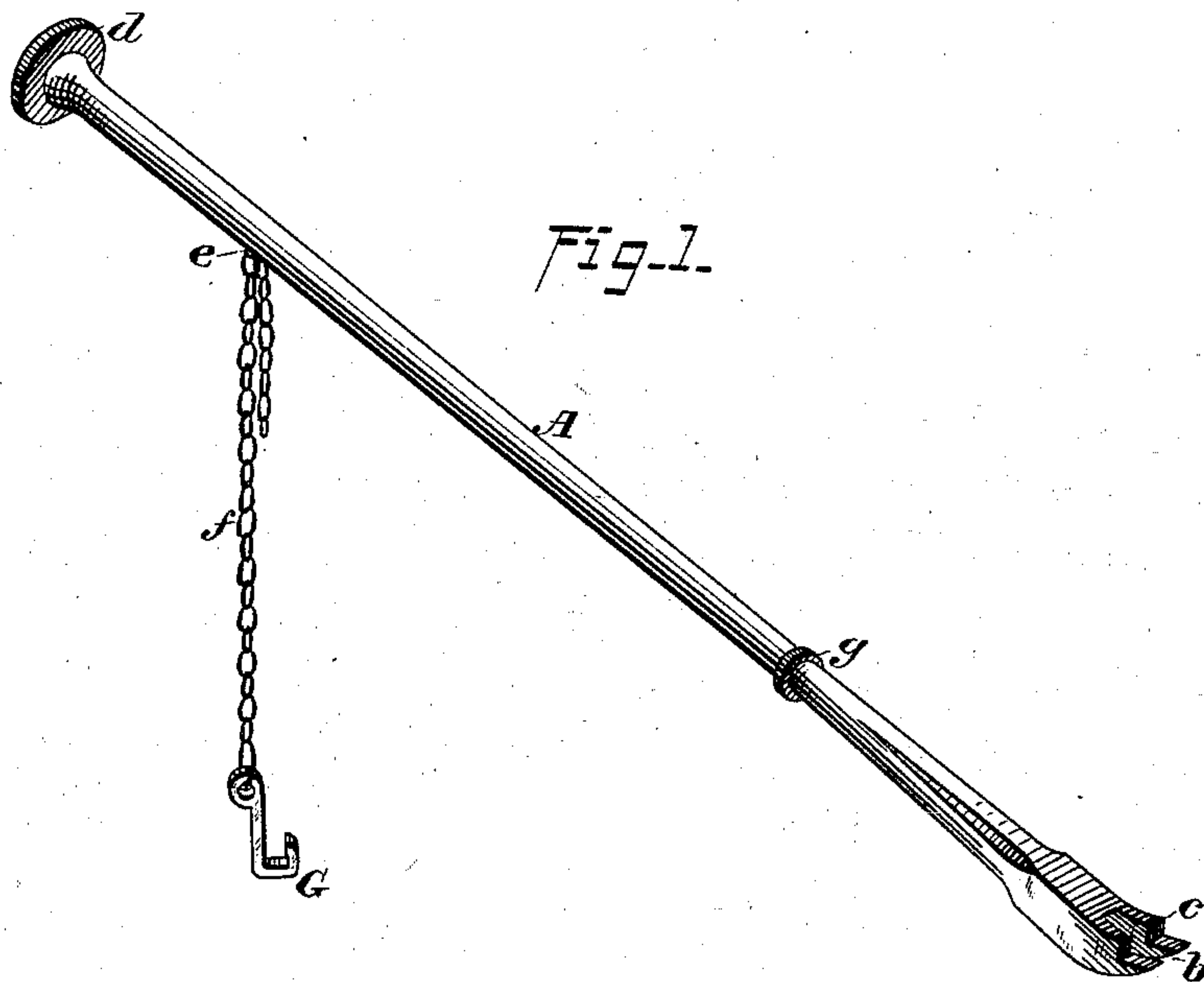


J. W. McCLURE.
Track-Bar for Raising Railway-Rails.
No. 217,131. Patented July 1, 1879.



WITNESSES:

Jas. C. Hutchinson.

J. A. Rutherford.

INVENTOR.

James W. McClure.

by James L. Norris.

Attorney.

UNITED STATES PATENT OFFICE.

JAMES W. McCLURE, OF PINEVILLE, NORTH CAROLINA.

IMPROVEMENT IN TRACK-BARS FOR RAISING RAILWAY-RAILS.

Specification forming part of Letters Patent No. **217,131**, dated July 1, 1879; application filed May 29, 1879.

To all whom it may concern:

Be it known that I, JAMES W. McCLURE, of Pineville, in the county of Mecklenburg and State of North Carolina, have invented certain new and useful Improvements in Track-Bars for Raising Railway-Rails, of which the following is a specification.

This invention relates to an improved implement for use in raising railway-track for leveling the same.

It has been customary and necessary heretofore for two men to work together in raising and leveling railway-track—one to pry up and hold the rail and tie at the proper level with a bar or lever, while the other shovels earth or arranges stones or other supports under the tie.

The object of my invention is to enable a man to work alone and accomplish as much or very nearly as much as hitherto accomplished by two working in the old manner.

To this end it consists in a lifting-lever or crow-bar having formed at one end a claw adapted to take under the edge of a railway-rail, and provided near its other end with a chain having an attached hook adapted to catch under and engage with an opposite rail, so that when a rail and ties are lifted by means of the bar resting upon a suitable fulcrum, said bar may, by said chain and hook, be held in position to keep the rail and ties raised, while the same man who operated the lever rectifies the level of the road-bed, so as to properly maintain the track.

In the accompanying drawings, Figure 1 is a perspective view of my improved track-bar. Fig. 2 is a transverse section of a railway-track and a view of my improved track-bar applied to use.

The letter A indicates the bar or lever, which I form, preferably, of wrought-iron, and usually of a length somewhat greater than the gage of the track. At one end of the bar is formed a claw, *b*, which may be bifurcated or not, as desired, and is provided with a shoulder, *c*, which prevents the claw from slipping too far under the rail. The opposite end of the bar is provided with a head, *d*, adapting it for use as a rammer. Near this headed end the bar is provided with a hook, *e*, with which may be engaged a link of a chain, *f*, having

secured to one end an angular hook, *G*, adapted to lie under and catch over the edge of the base of a railway-rail, as shown in Fig. 2.

In practice, when it is desired to raise one side of a track, a billet of wood is laid upon the ground near the inner edge of the rail, the claw is set under the rail, with the shoulder against its edge, and then, using the billet of wood as a fulcrum, the headed end of the bar is pressed downward until the rail and the ends of the ties are raised to proper level. The hook *G* is then passed under the opposite rail and caught over the inner edge of its base, and one of the links of the chain engaged with the hook *e* to hold the bar, the person operating which may then let go of it and proceed to level up the road-bed, or in any suitable manner support the ties.

It will thus be seen that by my invention the services of a separate man for holding the bar are dispensed with.

When desired, the chain may be detached from the bed and the head *d* utilized for ramming earth.

A collar or shoulder, *g*, is formed near the claw end of the bar, and when said bar is used for a rammer the hook end of the chain may be wrapped above the said shoulder, and will be thereby prevented from slipping down, so that the opposite end need not be detached from the bar.

What I claim is—

1. A lifting-lever or crow-bar having formed at one end a claw adapted to take under the edge of a railway-rail, and provided near its other end with a chain having an attached hook adapted to catch under and engage with an opposite rail when the claw is applied, substantially as described.

2. The bar A, having the shouldered claw at one end and hooks *e* near the other end, in combination with the hook *G* and its chain, substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand in the presence of the subscribing witnesses.

JAMES W. McCLURE.

Witnesses:

WM. JOHNSTON,
W. W. PEGRAM.