

Nov. 18, 1924.

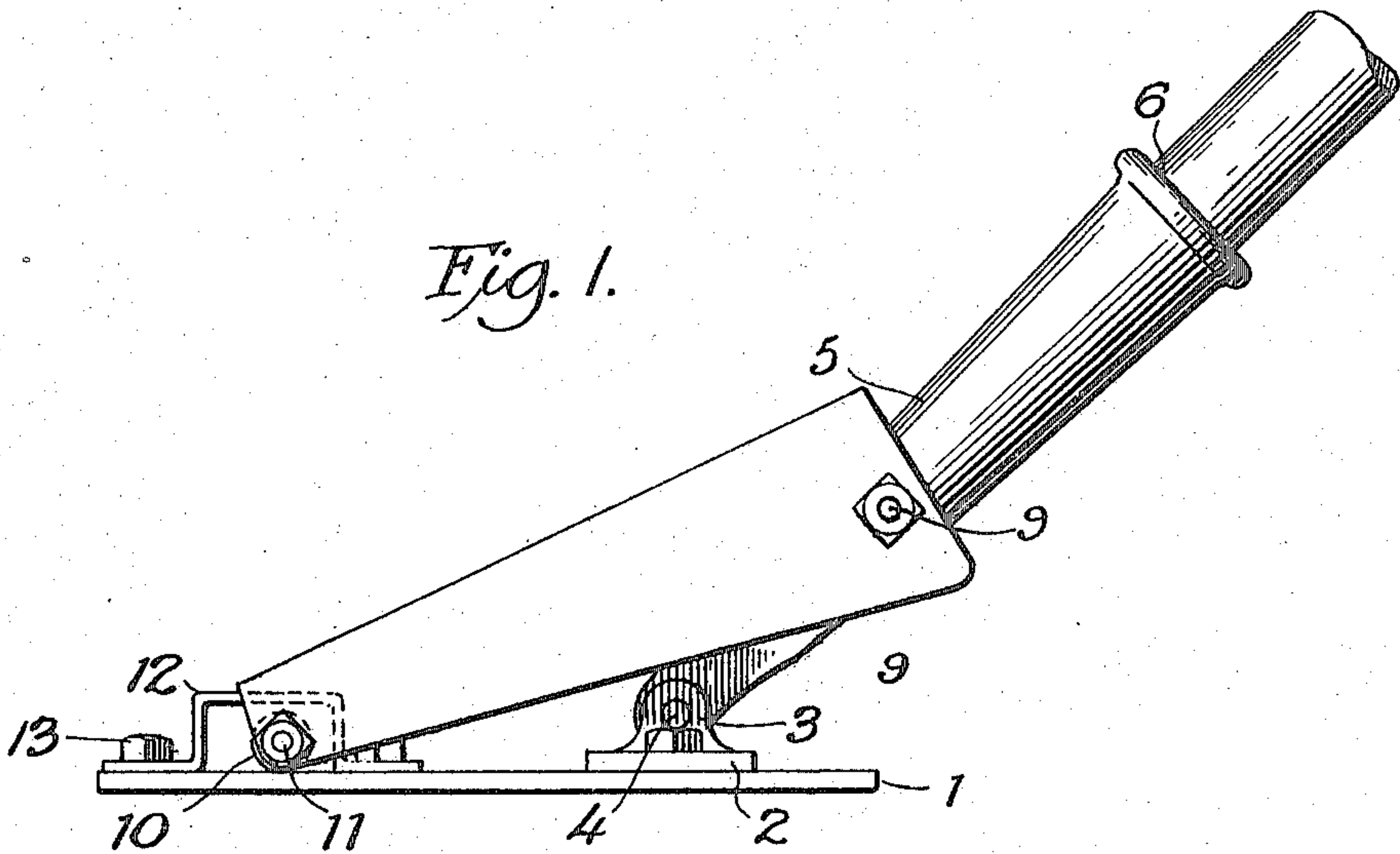
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J. CLARK

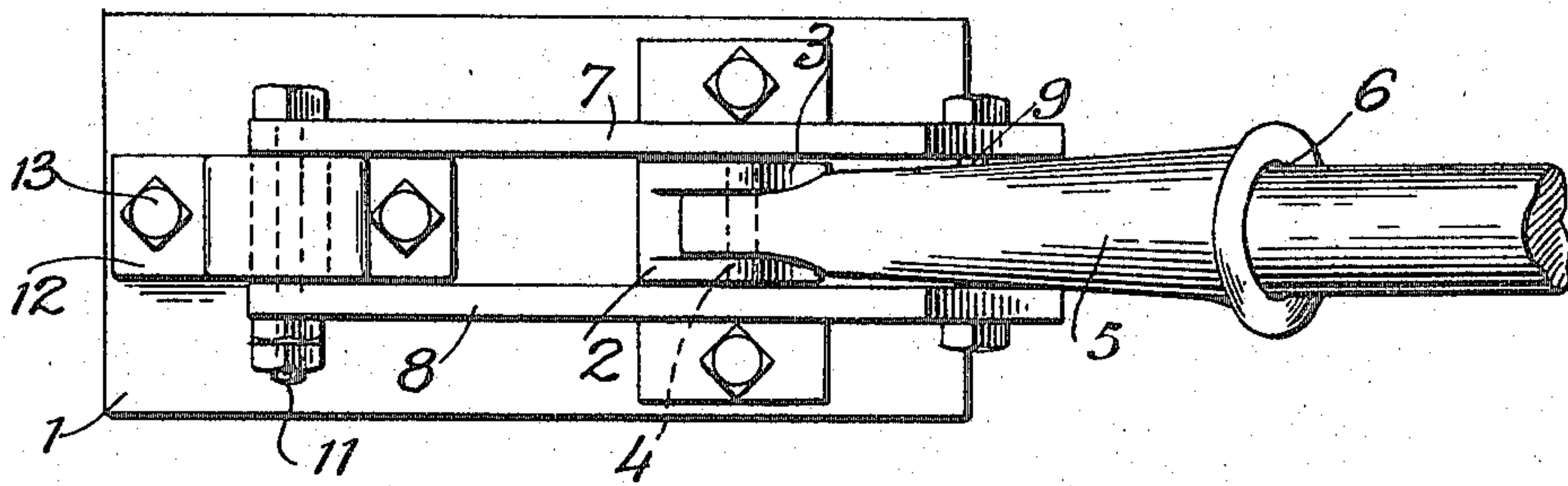
TRACK LINER

Filed Oct. 18, 1923

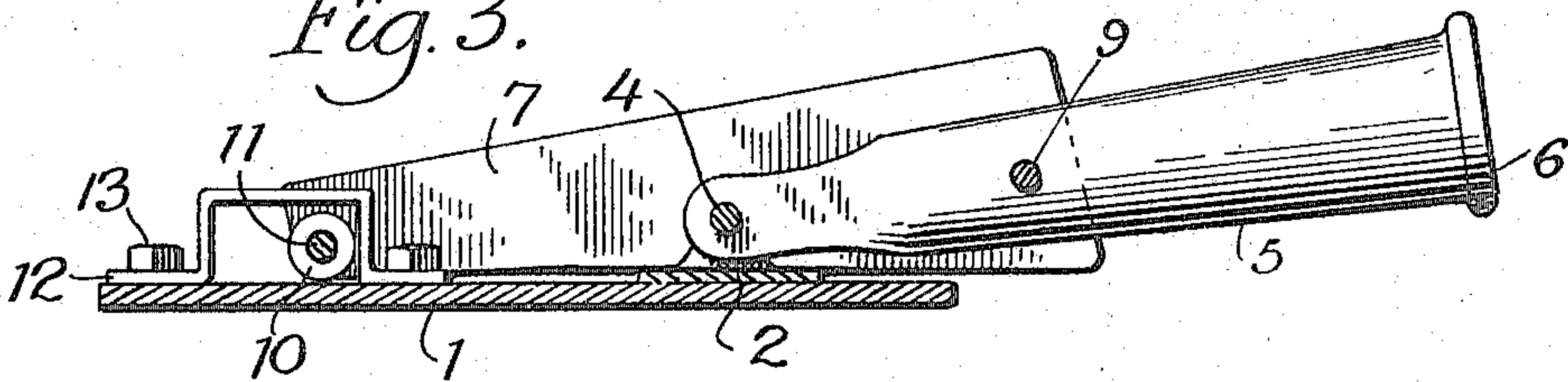
*Fig. 1.*



*Fig. 2*



*Fig. 3.*



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## UNITED STATES PATENT OFFICE.

JOHN CLARK, OF WALKERTON, INDIANA.

## TRACK LINER.

Application filed October 18, 1923. Serial No. 669,384.

*To all whom it may concern:*

Be it known that I, JOHN CLARK, a citizen of the United States, residing at Walkerton, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Track Liners, of which the following is a specification.

The present invention relates to track liners or jacks.

10 An object of the invention is to provide an instrument for adjusting a rail laterally.

Another object of the invention is to provide a device which can be operated to accomplish the lifting and proper positioning of a track rail with a minimum of labor and effort.

A further object of the invention is to provide such a device which is simple in construction, easy to operate, and in which the effort of the operator is not wasted by unnecessary friction between the parts.

Still further objects and advantages of the invention will be apparent from the following description taken in connection with the accompanying drawing which illustrates a preferred embodiment of the invention, and in which—

Fig. 1 is a side elevation showing the operating lever in partly raised position.

30 Fig. 2 is a top plan view of Fig. 1.

Fig. 3 is a side elevation partly in section showing the operating arm in its lowered position.

Referring in detail to the drawings, the embodiment of the invention here shown comprises a base plate 1 which may conveniently be of suitable metal and rectangular in form, as shown. Near one end of the base plate 1 is mounted on the top thereof a mounting plate 2 provided with lugs 3 through which is pivoted, for example, by the bolt 4, one end of the operating lever 5.

The operating lever 5 may conveniently take the form illustrated in the drawings and be provided at its free end with socket 6 designed to receive a wooden or other lever several feet in length to increase the length of the lever arm, and thereby facilitate the operation of the track liner. The track engaging and aligning lever is shown as being constructed of two side plates 7 and 8, spaced apart and embracing between them at one end the operating lever 5 to which the side plates 7 and 8 are pivotally attached by the pivot bolt 9. The top edges of these side

plates form the track engaging portion of the aligning lever.

The other ends of the aligning lever are free, and carry between them the antifriction roller 10 mounted between said side plates on the bolt 11, upon which the roller 10 is freely rotatable. The diameter of the roller is such in relation to the side plates that the bottom of the roller extends below the lowermost portion of the side plates and contacts with the top surface of the base plate upon which it is designed to roll back and forth when the track liner is in operation.

A strap or stop 12 may be secured to the base plate, for example by the bolts 13, and include between its ends the roller 10, embracing said roller and passing over it between the side plates 7 and 8. The strap 12 is shown as being substantially of inverted U-shape, and there is sufficient space between the arms of the U to permit considerable movement of the roller 10 back and forth on the base plate. The strap 12 also acts to prevent the track engaging lever swinging away from the base plate and thereby makes the track liner more compact and easier to transport.

In operation, the track liner is brought up to the rail on the side away from which it is desired to shift the rail until the track engaging lever contacts with the rail. A wooden or other lever may then be conveniently inserted in the socket 6 and used to raise the operating lever 5 about its pivot on the base plate. The effect of this will be to raise the pivoted end of the track engaging and aligning lever while moving its free end forwardly. The rail will thus be both lifted and shifted laterally by the single movement of the operating lever. The roller 10 eliminates friction between the track engaging lever and the base plate and is sufficiently strong to bear its share of the weight placed upon it. The strap 12 prevents the roller from moving off the base plate. After the rail has been shifted by an upward movement of the operating lever, the rail may be shifted still further by lowering the operating lever and moving up the track liner until the track engaging lever again contacts with the rail; the process may be repeated and the rail shifted again.

It will be observed that by the foregoing construction there has been provided a track



liner by which the rails of a track may easily and quickly be shifted, and one which may readily be carried about and brought into position and be operated efficiently by a minimum of labor. It will also be observed that friction is decreased by lifting the rail, as well as shifting it, and still further decreased by the fact that when the rail is shifted the weight of the rail is carried on the roller.

What is claimed is:

1. A track liner comprising a base plate, an operating lever pivoted thereto, and an aligning lever having one end pivoted to said operating lever and having its other end free, said last-named end carrying an anti-friction roller, bearing on said base plate.

2. A track liner comprising a base plate, an operating lever of the second class having its lower end pivotally associated therewith by a pivot fast to said base plate, and a track-engaging and aligning lever having one end pivotally associated with said operating lever and the other end free.

3. A track liner comprising a base plate, an operating lever pivotally mounted thereon and a track engaging and aligning lever having one end pivoted to said operating lever beyond the pivot thereof whereby the resisting force is between the working force and the fulcrum of said operating lever, the other end of said track engaging and aligning lever being freely slidable on said base plate.

4. A track liner comprising a base plate, an operating lever having a socket in one

end and its other end being pivoted to said base plate, and a track engaging and aligning lever comprising side plates embracing at one end said operating lever and pivoted thereto, and having at its other end an anti-friction bearing roller movable on said base plate.

5. A track liner comprising a base plate, an operating lever pivoted thereto, and a track engaging and aligning lever, having one end embracing and pivotally attached to said operating lever, and its other end slidable on said base plate, and adapted in operation to lift said track and move it sideways.

6. A track liner comprising a base plate, an operating lever pivoted thereto, an aligning lever having one end pivoted to said operating lever and having its other end free, said last named lever carrying an anti-friction roller bearing on said base plate and a roller embracing guide for limiting the movement of said roller on said base plate.

7. A track liner comprising a base plate, an operating lever having a socket in one end, its other end being pivoted to said base plate, and a track engaging and aligning lever comprising side plates embracing at one end said operating lever and pivoted thereto and having at its other end an anti-friction bearing roller movable on said base plate and means for limiting the movement of said roller on said base plate.

In testimony whereof I affix my signature.

JOHN CLARK.