Dec. 11, 1928. 1,694,651

F. HACKMANN

TRACK LINER

Filed Nov. 26, 1926

Fig. 1

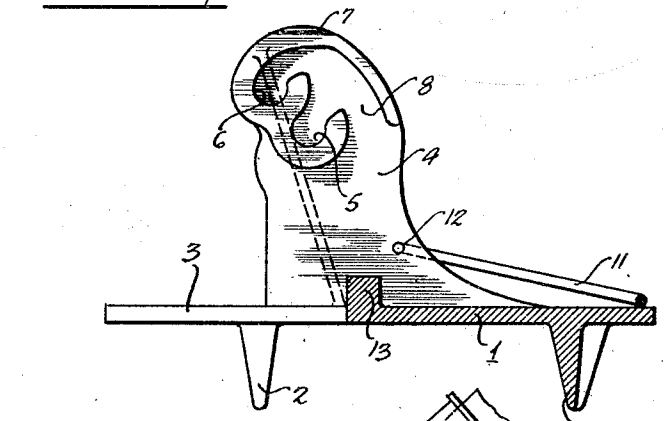


Fig. 2

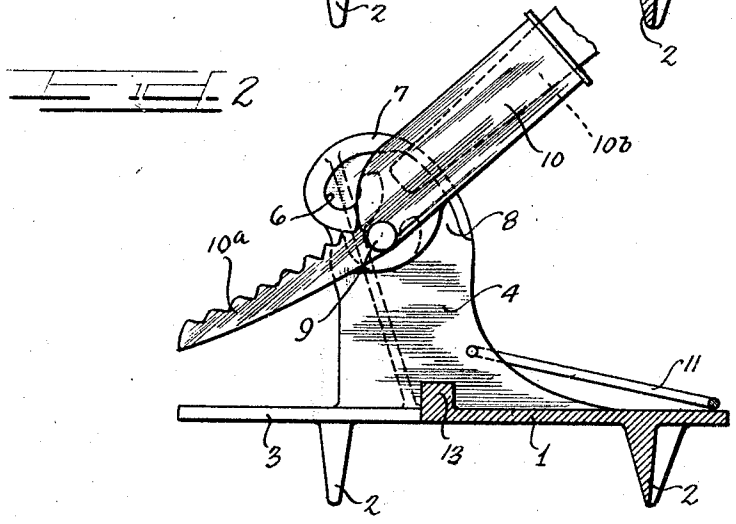
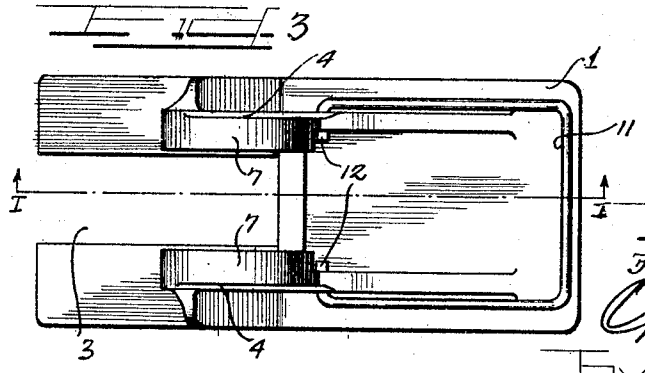


Fig. 3



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UNITED STATES PATENT OFFICE.

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TRACK LINER.

Application filed November 26, 1926. Serial No. 150,801.

This invention relates to a rail aliner of that type which is adapted for either low ballast or high ballast.

It is an object of this invention to provide such a rail aliner having a plurality of sets of bearing sockets for supporting the operating lever at different positions, the structure being such that the operating lever may be removably fulcrumed in either set of sockets and may be grasped by the operator and used as a handle for transporting or carrying the aliner.

The invention comprises the novel structure and combination of parts hereinafter described and more particularly pointed out and defined in the appended claims.

In the accompanying drawings, which illustrate a preferred form of this invention and in which similar reference numerals refer to similar features in the different views:

Figure 1 is a sectional view of the aliner upon the line I—I of Figure 3.

Figure 2 is a view similar to Figure 1 showing the operating lever in position.

Figure 3 is a top plan view of the aliner with the lever omitted.

As an exemplification of this invention, there is shown a base 1 having anchoring tangs 2 extending downwardly and being bifurcated at its front end as indicated at 3. A pair of ears or standards 4 rise from the base in parallel spaced relation, the bifurcation 3 extending between said standards 4.

Upon the inner side of each standard 4 near the top thereof, there are formed a pair of bearing sockets 5 and 6, the latter of which is at a higher elevation than the former, and located forwardly thereof. The bearing sockets 5 constitute one set while the sockets 6 constitute the other set. The main walls of the bearing sockets extend upwardly in substantially arcuate form as indicated at 7 so as to overlie the sockets, an entrance 8, however, being provided between the sockets 5 and the wall 7 for the insertion of the lateral trunnions 9, so that when the lever 10 is fulcrumed in a set of bearing sockets, a workman may grasp the lever for carrying the aliner. Of course, the lever will be lifted out of its sockets which open upwardly when this is done, however the trunnions will engage beneath the lips or retaining means 7 and support the base.

The lever 10 has a forwardly projecting serrated portion 10^a below the trunnions 9, that during operation may pass into the aforementioned bifurcation 3. The upper end of the lever 10 is provided with a socket 10^b for receiving a suitable operating handle or the like, as is well known in the art.

A suitable bail 11 having its ends 12 pivoted in the standards 4 may also be provided for carrying the same comparatively long distances. However, when the aliner is to be moved only a short distance, the workmen prefer to lift the same by the lever to prevent stooping.

Between the standards 4, there is a fulcrum abutment 13 upon which the lever 10 may be fulcrumed when removed from the bearing sockets for vertically shifting an object.

I am aware that many changes may be made, and numerous details of construction may be varied through a wide range without departing from the principles of this invention, and I therefore do not purpose limiting the patent granted hereon, otherwise than necessitated by the prior art.

I claim as my invention:

1. In a rail aliner, a base having spaced standards, each standard having inwardly projecting means overhanging the space between the standards, and each having a socket opening upwardly beneath its overhanging means, and a lever having trunnions fitting said sockets and adapted for engaging said overhanging means when the same is elevated.

2. In a rail aliner, a base having spaced standards, each standard having an open bearing socket and a retaining wall extending inwardly over the space between the standards and overlying the opening in said socket, a lever having trunnions for engaging said sockets and adapted to engage the said retaining walls when the lever is elevated out of the sockets.

3. In a rail aliner, a base having spaced standards, each standard having a plurality of bearing sockets, and a lever having lateral

trunnions for removably engaging a pair of said bearing sockets, said standards having inwardly projecting means above the space between the standards and overlying said sockets to receive the trunnions thereagainst when the lever is elevated out of the sockets, said means extending partially along the standards to permit disengagement of the lever by movement of the trunnions beyond the ends of the inwardly projecting means.

In testimony whereof I have hereunto subscribed my name.

FREDERICK HACKMANN.