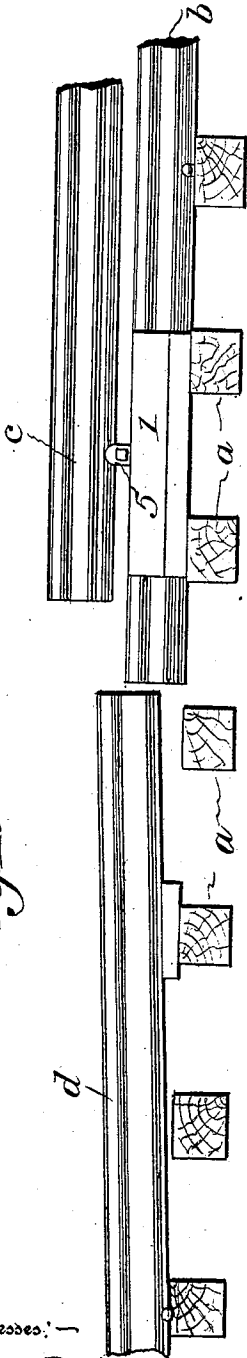


A. F. FIALA.
 RAIL DRIVING DEVICE FOR RAILROADS.
 APPLICATION FILED DEC. 11, 1908.

914,937.

Patented Mar. 9, 1909.

Fig. 1.



Witnesses:—

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Fig. 3.

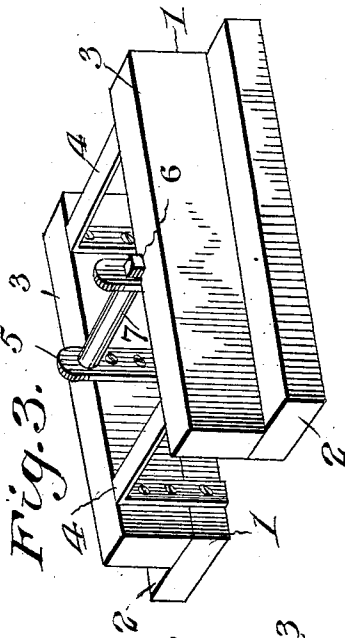
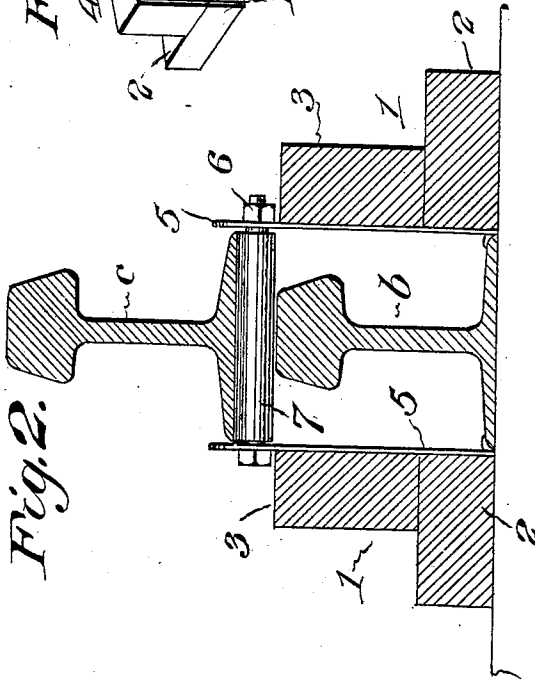


Fig. 2.



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UNITED STATES PATENT OFFICE.

ANDREW F. FIALA, OF SAUK CENTER, MINNESOTA, ASSIGNOR OF ONE-HALF TO WILLIAM A. MORSE, OF SAUK CENTER, MINNESOTA.

RAIL-DRIVING DEVICE FOR RAILROADS.

No. 914,937.

Specification of Letters Patent.

Patented March 9, 1909.

Application filed December 11, 1908. Serial No. 467,041.

To all whom it may concern:

Be it known that I, ANDREW F. FIALA, a citizen of the United States, residing at Sauk Center, in the county of Stearns and State of Minnesota, have invented new and useful Improvements in Rail-Driving Devices for Railroads, of which the following is a specification.

This invention is an improved rail driving device for railroads, especially adapted for use in driving railroad rails longitudinally to compensate for the "creeping" of the rails and the said device consists of a frame or base to set on the ties and astride of a rail and a roller mounted on said frame or base and maintained thereby above the rail for the purpose of supporting a driving rail used for driving other rails longitudinally as hereinafter described and claimed.

In the accompanying drawings:—Figure 1 is an elevation of a portion of a railway track provided with one of my improved rail driving devices and showing a driving rail in use thereon. Fig. 2 is a vertical transverse sectional view of the same on a larger scale. Fig. 3 is a perspective view of my improved rail driving device.

The frame or base of my improved rail driving device comprises a pair of blocks 1 which are disposed parallel with each other and each of which comprises a base section 2 and upwardly extending section 3, the base sections extending outwardly beyond the outer sides of the upper sections 3. In practice, the said blocks are about two feet long so that each of the said blocks can rest upon two of the railway ties *a* and the said blocks are placed a sufficient distance apart to enable a railroad rail to lie between them. The said blocks are connected by inverted U-shaped straps 4 and the height of the latter and of the said straps is such that the transverse, connecting, upper portions of the said straps clear the upper side of the rail or just rest thereon. On the inner sides of the blocks 1 at points midway between the ends thereof, are vertically disposed plates 5. The said plates and the said straps or connecting devices are bolted or otherwise suit-

ably secured to the said blocks and the plates 5 are connected at points above the blocks 1 by a bolt or other suitable device 6 on which is mounted a revoluble anti-friction roller 7. It will be observed by reference to the drawings that the roller 7 is above the fixed rail *b* and that the said roller serves to support a driving rail *c* above said fixed rail *b*.

In practice, two of my improved rail driving devices are used in connection with a driving rail for "driving" or moving one or more rails *d* longitudinally to compensate for the "creeping" which takes place on all railroads in the direction of the heaviest traffic, down-grade, and on springy or loose railroad beds, and in order to drive the rail *d*, one end of said rail *d* is raised and the driving rail having been as heretofore described mounted on the roller of my improved rail driving device, said driving rail is used as a ram and impelled against the upwardly projecting end of the rail *d* to drive the latter in the required direction.

It will be understood that various rails of a portion of track which need driving will be driven successively, in practice driving usually six or more rails at a time, the driving rail and my improved rail driving devices being mounted at the required places during the "driving" process.

What is claimed is:—

1. A rail driving device comprising a base to be placed on railway ties and having side members to be disposed on opposite sides of a rail and a supporting roller mounted on the base for supporting and facilitating the movement of a driving rail.

2. The herein described rail driving device comprising a base or frame having parallel side members spaced apart to receive a rail between them and of sufficient length to bear on a plurality of railway ties, means connecting the said side members together and a roller mounted on said side members at a point sufficiently high to be above the said rail.

3. The herein described rail driving device comprising a pair of side members

spaced apart, connecting devices securing
the said side members together, bearing plates
secured to the said side members and ex-
tending above them, a connecting device
5 secured to the said bearing plates at points
above said side members and below the
upper ends of said bearing plates and a
roller mounted on said connecting device,

the upper side of the said roller being below
the upper ends of said bearing plates. 10

In testimony whereof I affix my signature
in presence of two witnesses.

ANDREW F. FIALA.

Witnesses:

W. A. MORSE,
ANNA M. FIALA.