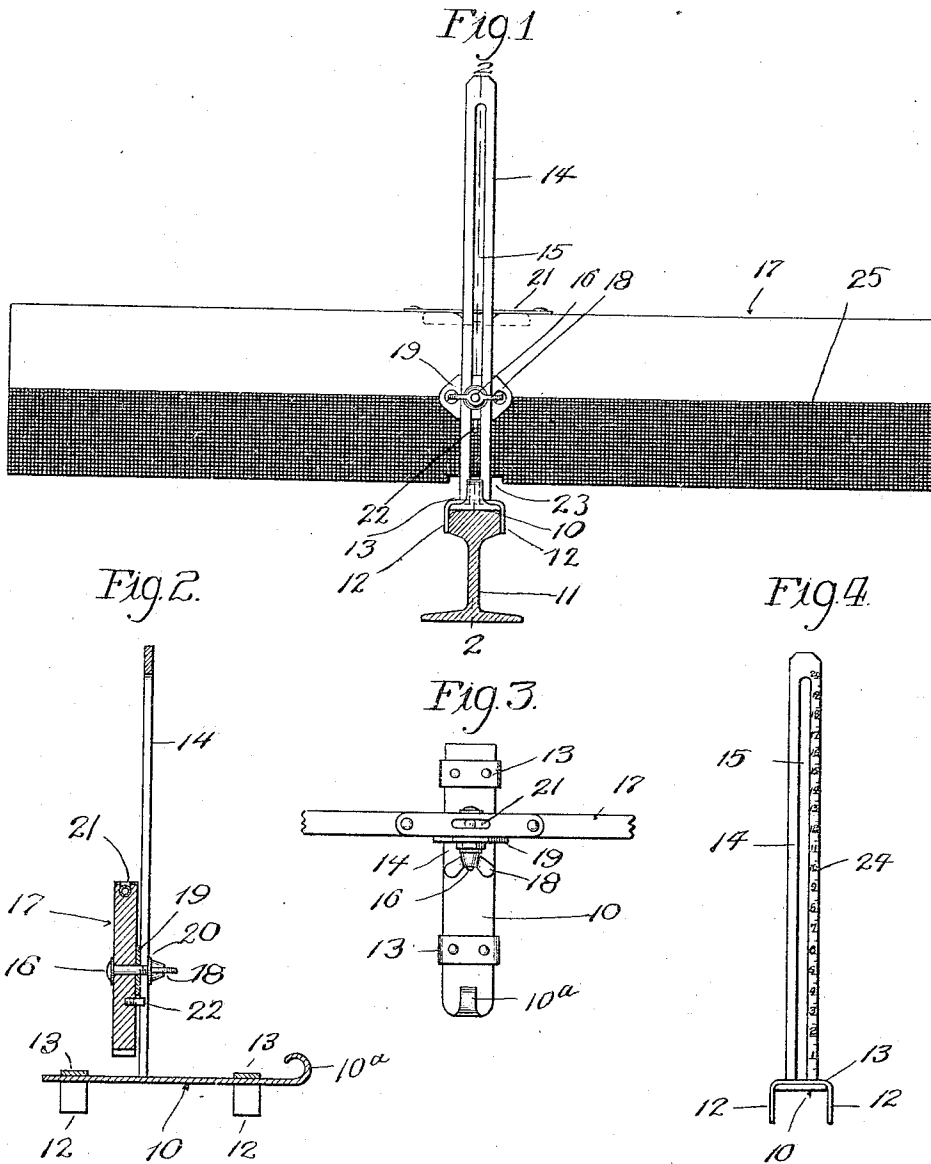


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SPOT BOARD.
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UNITED STATES PATENT OFFICE.

THOMAS ALDRIDGE, OF GRIFFITH, INDIANA.

SPOT-BOARD.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, THOMAS ALDRIDGE, a citizen of the United States, and a resident of Griffith, county of Lake, and State of Indiana, have invented certain new and useful Improvements in Spot-Boards, of which the following is declared to be a full, clear, and exact description.

This invention relates to spot-boards, for use in leveling or surfacing railroad tracks, and its primary object is to provide a spot-board of simple and substantial construction, having novel features whereby the workman may readily detect any unevenness in the rails of the track and also the degree or amount of such unevenness, in order that it may be corrected. The invention consists in the several novel features hereinafter fully set forth and particularly pointed out in the claims.

The invention is clearly illustrated in the drawing furnished herewith, in which—

Figure 1 is a side elevation of a spot-board embodying a simple form of the present invention. Fig. 2 is a vertical cross section thereof taken on line 2—2 of Fig. 1. Fig. 3 is a plan of the device with the ends of the board broken away, and Fig. 4 is a detail side elevation looking at the side opposite to that seen in Fig. 1, with the board removed.

In the embodiment of the invention illustrated in said drawing, the reference numeral 10, designates a base plate which is adapted to lie upon the top of a rail 11, (see Fig. 1,) and preferably having downwardly projecting lugs 12, that extend down along the sides of the head of the rail to hold the device in position thereon. Said lugs 12, may comprise the downwardly bent end portions of U shaped clips 13, riveted or otherwise secured to the base plate 10. The front end of said plate may be formed with a hand hook or loop 10^a for use in handling the device.

Secured to and extending up from the base plate 10, is a post or standard 14 slotted lengthwise as at 15, for the reception of a bolt 16, and adjustably mounted on said standard is a horizontally extending spotting board 17, which extends at right-angles to the base and standard. The bolt 16, extends through the board and slot of the standard and bears a wing-nut 18, upon its threaded end; between the board and standard is a plate or washer 19, which is secured

to the board, and between the standard and wing-nut is a washer 20, which encircles the bolt 16.

In the upper edge of the board is a spirit level 21, for use in leveling the board, and below the bolt 16, is a pin or stud 22, which projects into the slot 15, for limiting the play of the board.

A notch 23 is formed in the lower edge of the board and receives the base plate whenever the board is lowered to its lowermost position, whereby the lower edge of the board may coincide with the tread or top of the rail. The standard has linear divisions 24, for determining the height of the board with respect to the top or tread of the rail, and the board is provided with a line of sight, as at 25, midway between its upper and lower edges and this line of sight may be made by painting the upper half of the board with one color (as for instance white), while the lower half of the board may be painted with a contrasting color, as for instance black. The division line between the two colors forms the line of sight and is located at a predetermined distance from the lower edge of the board (usually four inches).

The manner of using spot-boards, for surfacing railroad tracks is well known to those skilled in the art, and in the use of a spot-board, containing the present invention, the device is placed on a rail with the lugs of the U clips projecting down along the sides of the head of the rail. To observe high or low spots, the workmen employ two blocks in addition to the spot-board, the height of each block being equal to the distance from the line of sight 25, to the lower edge of the spotting board 17. In taking observations, the two blocks are placed on one rail at some distance apart, it being assumed that said rail is level or lying at the proper grade. The spot-board is then placed on the rail at some distance beyond,—say five to ten rail lengths beyond, and if that rail is in alinement with the given rail, the lower edge of the board will coincide with the tread or top of the rail, and, the upper edges of both blocks and the line of sight of the spotting board will be in alinement; a person sighting across the tops of the two blocks will observe the line of sight to be in alinement with the two blocks. If the far rail is low, the nut on the clamp bolt is loosened, the board raised un-

til the line of sight is observed to be in alignment with the tops of the two blocks, and the nut screwed tight. By observing the exposed portion of the scale below the board, the workman can determine how much the rail must be raised to bring it up to the proper level; the bottom edge of the board registers with the point on the scale indicating the required amount. The spot-board may be used in any of the other ways, known to those familiar with this art, and when used on curved rails, where they are banked up, more or less, the level 21 may be made use of in leveling up the board. More or less variation of the exact details of construction is possible without departing from the spirit of this invention and I desire, therefore, not to limit myself to the exact form of construction shown and described, but intend in the following claims to point out all of the invention disclosed herein.

I claim as new and desire to secure by Letters Patent:

1. A spot-board, comprising a base member and a longitudinally slotted standard se-

cured thereto, a spotting board, having a bolt and a pin extending through said slot, said board being capable of a limited amount of angular movement with respect to said standard, and a nut on said bolt for clamping said board in place on the standard, said board being provided with a spirit level.

2. A spot-board comprising a board supporting base arranged to stand on a railroad rail, a standard secured thereto intermediate its ends, and a crosswise extending board mounted on said standard and vertically adjustable thereon, said board having a notch formed in its lower edge for receiving said base when lowered to the level of a rail, and said board being painted with two contrasting colors to leave a line of demarkation therebetween running lengthwise of the board, midway between its upper and lower edges.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."