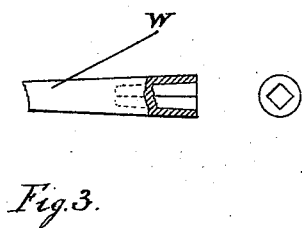
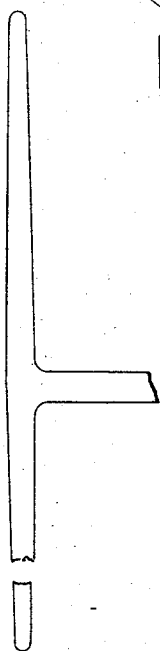
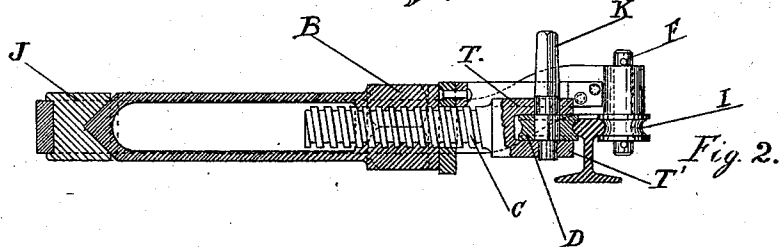
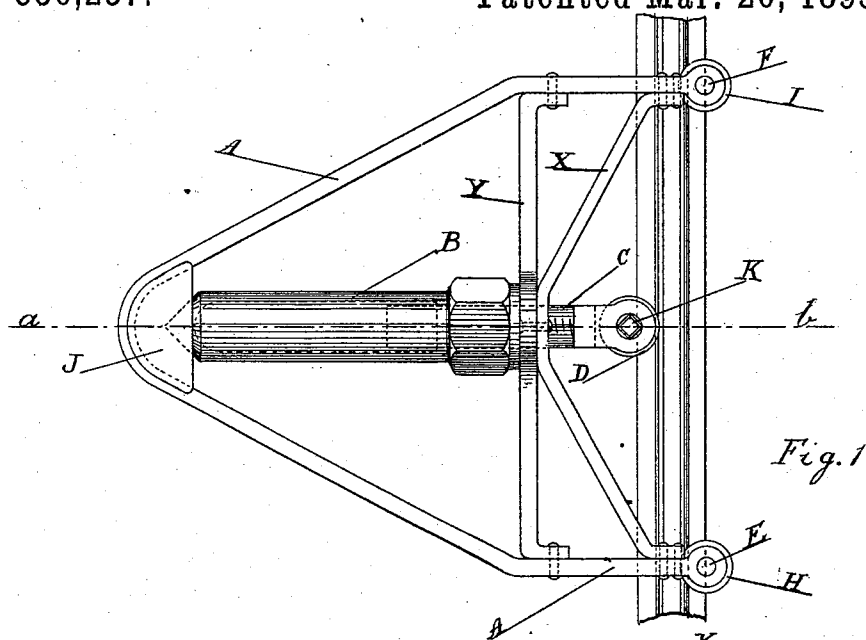


(No Model.)

A. L. STANFORD.  
RAIL BENDER.

No. 536,237.

Patented Mar. 26, 1895.



*Witnesses.*

Francis Knott

*Inventor.*

Arthur L. Stanford

# UNITED STATES PATENT OFFICE.

ARTHUR L. STANFORD, OF EVANSTON, ILLINOIS.

## RAIL-BENDER.

SPECIFICATION forming part of Letters Patent No. 536,237, dated March 26, 1895.

Application filed December 26, 1894. Serial No. 533,006. (No model.)

*To all whom it may concern:*

Be it known that I, ARTHUR L. STANFORD, a citizen of the United States, residing at Evanston, in the county of Cook, in the State of Illinois, have invented a new and useful Improvement in Rail-Benders, of which the following is a specification.

The reference marks in the text and drawings correspond.

Figure 1 is a plan view. Fig. 2 is sectional elevation on the line *a b* of Fig. 1. Fig. 3 shows the T-shaped socket wrench.

A is the yoke carrying at its ends journal pins E and F for the rollers H and I. At the opposite extremity of the yoke A is the pivot rest J. The two halves of the yoke are the tension members of the railbender.

B is the main compression member carrying at its end the screw C and actuating roller D.

T T' are journal boxes joined at one side with the screw C. In these journal boxes works the journal K carrying rigidly secured thereto the roller D; and extending upward to receive the socket wrench W.

Secured to the yoke A is the brace X and the guide-bar Y. Said guide-bar Y receives the screw C, supports the brace X; separates the two halves of the yoke A and secures to place the compression member B.

B is a cylinder closed at one end to form a pivot and open at the other end and screw threaded to receive the screw C and here also given suitable form to receive a wrench.

Socket wrench W Fig. 3 is of the usual T shape. Journal K may revolve in its journal boxes but not in its roller D and socket wrench W.

Journal pins E and F are rigidly secured in

the ends of yoke A and their rollers may revolve upon them. Pivot rest J may be formed integral with yoke A if preferred.

To operate the machine apply it to the rail in the same manner as the old fashioned "jim-crow" or rail-bender is applied—that is, as shown in Fig. 1. Turn the compression member B in its pivot rest J and upon the screw C until the rail is bent sufficiently. Then apply the socket wrench W to the extended portion of journal pin K and revolve the roller D thus causing the machine to move along the rail supported by the upper flange of each roller. This gives the rail the uniform curve desired throughout its entire length.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The combination of the yoke A carrying rollers at its ends and forming a pivot rest at its opposite extremity wherein revolves a pivot cylinder B which carries the screw C with the actuating roller D substantially as described.

2. In a rail-bender a tightening or bending nut extended as shown to form the push bar or compression member and integral therewith and having pivotal connection with the yoke and also connected to the actuating roller substantially as set forth.

3. In a rail-bender having its push bar or compression member integral with the tightening nut and pivoted in one extremity of the yoke: rollers D H and I and brace X and guide bar Y substantially as described.

ARTHUR L. STANFORD.

Witnesses:

GEO. M. BOGUE,  
J. FOSTER WALLACE.