

E. A. WARREN.
 TRACK LEVELING DEVICE.
 APPLICATION FILED JUNE 26, 1908.

932,076.

Patented Aug. 24, 1909.

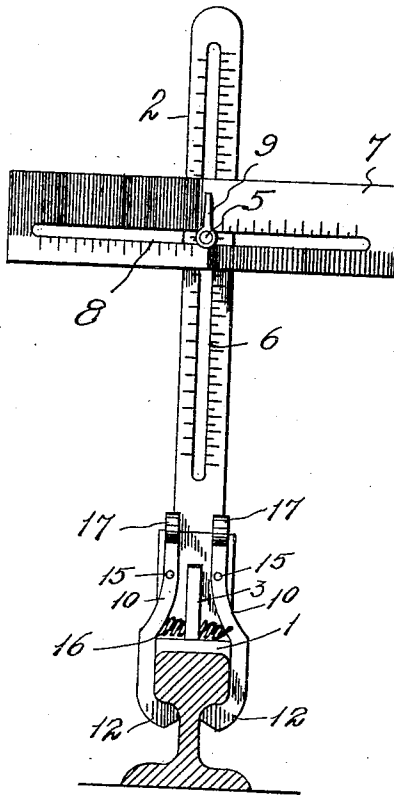


Fig. 1.

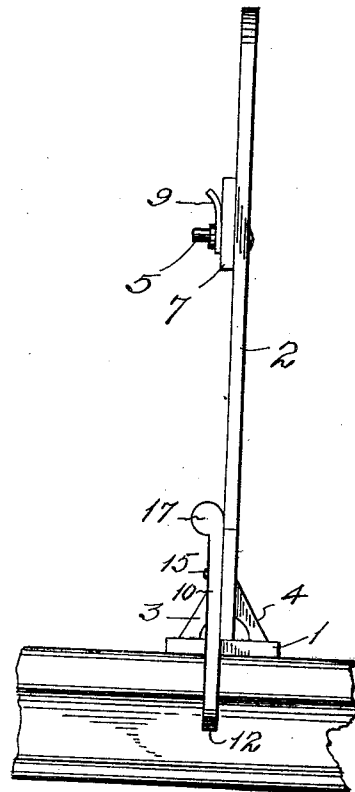


Fig. 2.

WITNESSES:

Thos. Davis
Jack H. Schenck

INVENTOR

Edwin A. Warren

BY

Wm. M. Spillman
 ATTORNEY

UNITED STATES PATENT OFFICE.

EDWIN A. WARREN, OF THORNDALE, TEXAS.

TRACK-LEVELING DEVICE.

932,076.

Specification of Letters Patent.

Patented Aug. 24, 1909.

Application filed June 26, 1908. Serial No. 440,453.

To all whom it may concern:

Be it known that I, EDWIN A. WARREN, citizen of the United States, residing at Thorndale, in the county of Milam and State of Texas, have invented certain new and useful Improvements in Track-Leveling Devices, of which the following is a specification.

My invention relates to new and useful improvements in track leveling devices.

The object of my invention is to provide a device of the character described which by means of its arrangement of adjustable targets one may see not only the low places in track but may also see the places where the track is out of alinement.

Another object of my invention is to provide a device of the character described which may be easily attached to any rail without the use of screws. This arrangement allows the device to be quickly moved from one rail to another allowing one device to do the work of two which do not carry means for automatically gripping the rail.

A further object of my invention is to provide a device of the character described which will be strong, durable and simple and efficient and comparatively inexpensive to construct, also one in which the several parts will not be liable to get out of working order.

With the above and other objects in view, my invention has relation to certain novel features of construction and operation, an example of which is described in the specification and illustrated in the accompanying drawings, wherein:

Figure 1 is a front elevation showing a section of a rail, and Fig. 2 is a side elevation of the same.

In the drawings, the numeral 1 designates a block suitably arranged to set on the rail. A vertical bar 2 carried on the block is supported by angular braces 3 and 4. A pin 5 through a slot 6 in the vertical bar 2 forms a support for a horizontal bar 7. The horizontal bar 7 has a slot 8 near its edge adapted to slide on the pin 5. The bar 7 may be vertically adjusted by loosening a threaded hand lever 9 screwed to the pin 5 and sliding the pin in slot 6 to the required level. A lateral movement of the bar 7 may be had by sliding the pin 5 in the slot 8.

Curved arms 10 carrying hooks 12 adapted to engage the head of the rail and fit snugly against the web thereof, have pivotal

connection with the bar 2 at a point 15 above the block 1.

Below the point 15 the arms 10 are connected by a spring 16 passing under the angular brace 3. Above the point 15 the arms 10 terminate into finger grips 17. These grips when forced together against the tension of the spring 16 will force the arms 10 apart separating the hooks 12 and will allow the device to be lifted from the rail.

In using this device the block 1 is clamped on the rail at a point where the surface is defective and from a point where the track is level the foreman or operator sights over the bar 7 to a point past the bar which is on the same level as the point sight. The bar is then moved vertically until its upper edge is on a level with the vision. Then the distance from the edge of the bar to the ball of the rail will be the depth of the fill necessary to bring the track to a level.

The bar 2 may be graduated so that the feet and inches of a fill may be seen at a glance. Sliding tables showing the amount of ballast in cubic yards required for a fill of one foot or a fraction thereof, may be used, but I do not wish to limit my invention to the use of these or other tables.

To place the track in alinement the procedure is almost the same as that just described. After the device has been placed and the point of sight and its level has been found, the bar 7 is moved, the pin 5 sliding in the slot 8 this time, until the end of the bar 7 enters the line of vision. Then the distance from the center pin to the outer edge is equal to the distance the rails would have to be moved to bring the track in alinement. The bar 7 may be graduated giving the distance required to bring the rail in alinement in feet and inches.

Any one skilled in the art will readily see the advantage of having the device arranged to be clamped on to the rail without the use of screws.

What I claim, is:

1. In a track leveling device, the combination with a base and means for clamping the base to a rail, of an upright supported from the base and having a vertical slot, a transverse bar having a longitudinal slot, and means engaging in the vertical slot and passing through the longitudinal slot for holding the transverse bar laterally and vertically adjustable on the upright.

2. In a track leveling device, the combination with a base, of a vertical bar mounted on the base, spring set clamps adapted to grip a rail and pivotally supported from the vertical bar, a horizontal bar supported from the vertical bar, said bars having slots, and means passed through the slots for holding the horizontal bar in position.

3. In a track leveling device, the combination with a base, of a vertical bar mounted on the base, curved arms mounted on the vertical bar adapted to engage with a rail,

a sight bar carried on the vertical bar, said bars having slots, and means passing through the slots adapted to hold the sight bar in position. 15

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWIN A. WARREN.

Witnesses:

C. HENRY MOERBE,
EZRA STEPHENS.