

(No Model.)

D. W. JONES.

DEVICE FOR DRESSING RAILROAD RAILS.

No. 471,977.

Patented Mar. 29, 1892.

Fig. 1.

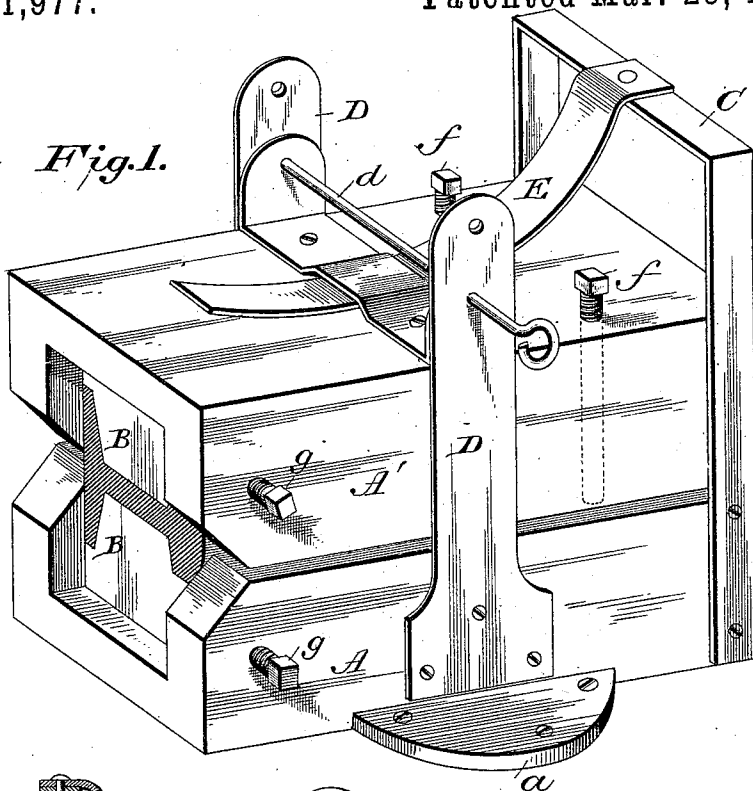


Fig. 2.

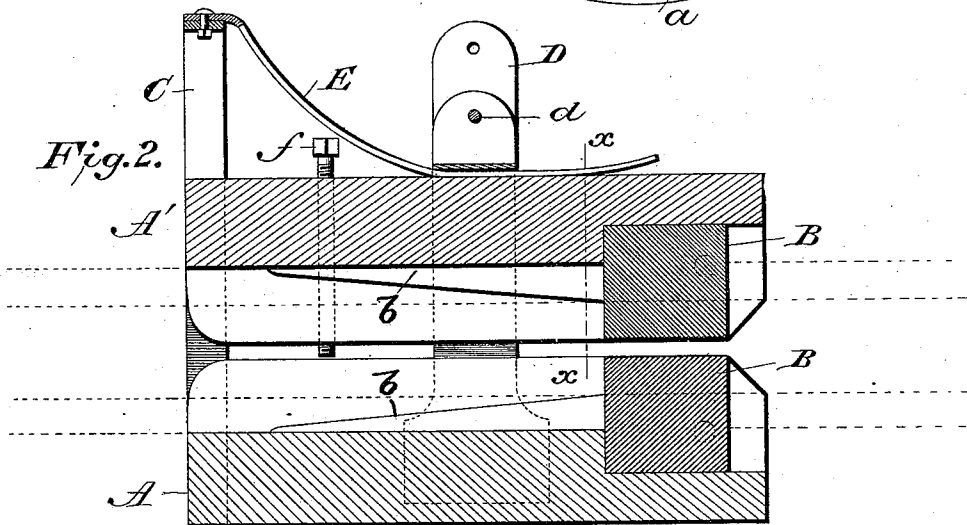
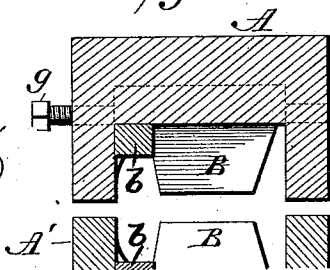


Fig. 3.



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DAVID W. JONES, OF BRADDOCK, PENNSYLVANIA.

DEVICE FOR DRESSING RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 471,977, dated March 29, 1892.

Application filed December 3, 1891. Serial No. 413,934. (No model.)

To all whom it may concern:

Be it known that I, DAVID W. JONES, a citizen of the United States of America, residing at Braddock, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Devices for Dressing Railroad-Rails; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in apparatus for dressing the ends of railroad-rails either prior or subsequent to drilling, and provides a means for rapidly filing, smoothing, or polishing the ends of the rails, so that clean and smooth surfaces will be presented against which the fish-plates will abut, said operation removing the burr or irregularities caused by drilling the perforations in the webs of the rails.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of a rail-dressing device constructed in accordance with my invention. Fig. 2 is a vertical sectional view. Fig. 3 is a sectional view through the line *xx* of Fig. 2.

The device is made up of two frames A and A', the frame A being preferably provided with a plate *a*, by which the device may be attached to a suitable support. The frames are adapted to receive and have adjustably secured thereto files B B. Guides *b b* are permanently attached to the inner sides of the frames and serve to guide the ends of the rail to the files. These files are adapted to rest in recesses formed in one end of each frame. The frame A has rigidly secured thereto a bail C, and uprights D D. Across the upper edge of the frame A' is a cross-bar, beneath which a spring E passes, this cross-bar having upturned ends and perforations which register with perforations in the uprights D D. The uprights may have one or more perforations so that the distance between the frames can be varied for different-sized rails.

d refers to a pin or key which passes through

the perforations in the cross-bar and engages with the uprights and holds the two frames in pivotal connection with each other, while the spring E has a tendency to force the rear ends of the frames together.

f f refer to bolts which pass through the side pieces of the frame A', and bear upon the upper edge of the frame A, and by adjusting these bolts the end of the frame A' adjacent to the bail can be raised which will bring the front ends of the frame together and permit them to have a slight up-and-down movement.

g g refer to bolts or set-screws which clamp the files B B rigidly within the frames. The files have their cutting-faces shaped to correspond with the configuration of the rail, so that when they are passed between the same the ends of said rail will be cleaned to present a bright metallic surface. This is especially desired in making connections where the rails are used on electric roads.

In operation the rail is secured or placed upon a reciprocating table in line with the file-holder and passed between the files. The table holding the rail is then reciprocated, which movement dresses the ends of the rail. When perforations are made in the rail either for the reception of the bolts to secure the fish-plate thereto or for electric connection the files will remove the roughened edges caused by drilling.

If desired, the file-holder may be operated manually instead of placing the rail upon a reciprocating table, or the file-holder may be placed upon a reciprocating table and the rail held upon a stationary support.

Having thus described my invention, I claim—

1. In a device for dressing the ends of railroad-rails, the combination of a frame A, having uprights rigidly secured thereto, a frame A' pivotally connected to said uprights, and a spring carried by the frame A, and adapted to bear upon the frame A' so as to hold one end of the same in movable engagement with the adjacent frame, said frames carrying files B B, substantially as shown, and for the purpose set forth.

2. In a device for dressing railroad-rails, the

combination of the holders A and A', files B B, having faces shaped to conform with the configuration of the rail, means for holding the files within the frames, a spring carried
5 by one of the frames so as to abut against the frame pivoted thereto and move the ends of said frames which carry the files toward each other, and adjusting devices carried by one
10 of the frames and adapted to contact with the other, substantially as shown, and for the purpose set forth.

3. In a device for filing or dressing railroad-rails, the combination of the frames A and A' adjustably connected to each other, said
15 frames carrying files B B, having cutting or abrading faces which are adapted to impinge or contact with the web of a rail, said frames and files having recesses to receive the upper

portion and base of the rail, substantially as shown, and for the purpose set forth. 20

4. In combination with the base-frame A, having uprights D D, a bail secured to one end of said frame and provided with a spring, a frame A' pivotally secured to the uprights, adjusting-screws *f f*, and set-screws *g g* for
25 securing the files in place, substantially as set forth.

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

DAVID W. ^{his} × JONES.
mark

Witnesses:

LEW F. HOLTZMAN,
JAMES PURCELL.