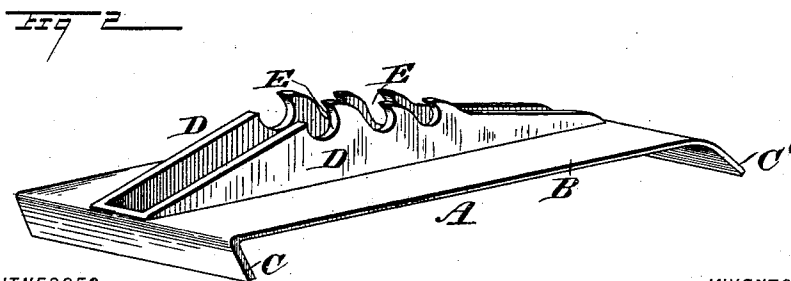
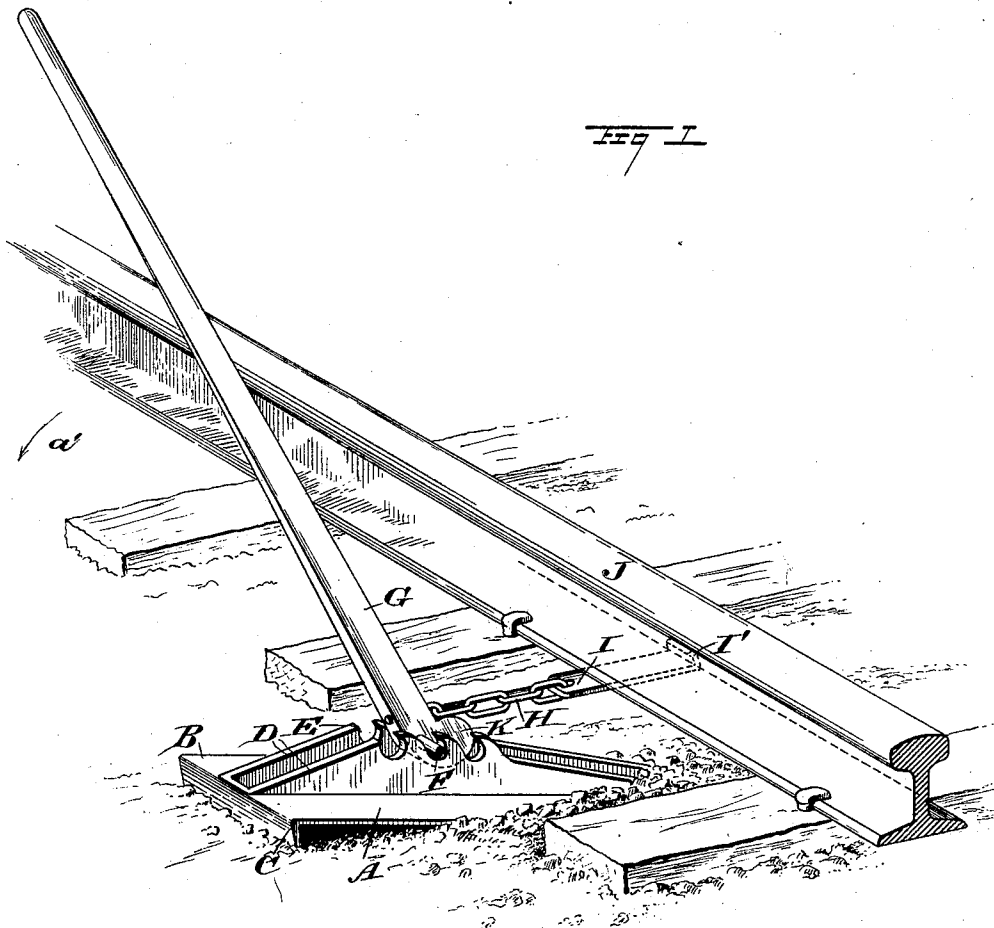


(No Model.)

W. E. LOUGHREY & A. H. MCGREW.
TRACK RAIL ALIGNING DEVICE.

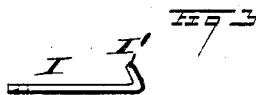
No. 479,435.

Patented July 26, 1892.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WALLACE E. LOUGHREY AND ALONZO H. MCGREW, OF CENTREVILLE, SOUTH DAKOTA.

TRACK-RAIL-ALIGNING DEVICE.

SPECIFICATION forming part of Letters Patent No. 479,435, dated July 26, 1892.

Application filed October 13, 1891. Serial No.408,578. (No model.)

To all whom it may concern:

Be it known that we, WALLACE E. LOUGHREY and ALONZO H. MCGREW, of Centreville, in the county of Turner and State of South Dakota, have invented a new and Improved Track-Rail-Aligning Device, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved device which is simple and durable in construction and arranged to conveniently and rapidly pull the track into proper alignment.

The invention consists of a frame, a lever mounted to turn in the said frame and adapted to be adjusted thereon, and a plate connected with the said lever and adapted to engage the rail.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the improvement as applied. Fig. 2 is a perspective view of the frame, and Fig. 3 is a side elevation of the plate.

The improved aligning device is provided with a frame A, having a base-plate B formed at its ends, with downwardly-extending flanges C and C' arranged at angles to the base-plate and extending in the same direction. On top of the base-plate B are formed or secured two longitudinally-extending parallel arms D, formed with sets of recesses E, producing teeth and adapted to be engaged by a pivot-pin F of a lever G, arranged to be inserted at its fulcrum end between the two arms D. On the lever G, near its pivot end, is secured one end of a chain H, connected at its other end with a plate I, formed on its outer end with a flange I', adapted to engage one edge of the base of the rail J to be aligned. On the fulcrum end of the lever G, directly below the chain H, is formed a cam projection K, over which passes the chain H when the lever is used, so as to give additional tension to the chain.

The device is used as follows: The frame A is placed transversely of the track between two ties and near that part of the rail J to be drawn into alignment. The base-plate B is so arranged that the flange C' is located near the rail, while the opposite flange C is on the outer end, so that when a pressure is exerted on the frame A either downward or toward the rail the two flanges C and C' firmly embed themselves in the ground and prevent movement of the frame. When the frame A is in position, the operator places the lever G in an upright position and engages the pivot-pin F in one of the set of recesses E. The chain H, with the plate I, will then be extended toward the rail, the plate I being passed under the base of the rail to engage the flange I' with the opposite edge of the base, as is plainly shown in Fig. 1. The operator engages the pivot-pin F in that set of recesses E to draw the chain H fairly taut when the said lever is given an upright position. Now in order to draw the track in proper alignment the operator swings the lever G downward in the direction of the arrow a'—that is, from the rail J—so that the chain H and plate I pull on the rail J to move the latter, the other rail and adjacent ties to bring the track in proper alignment. It will be seen that when the lever G swings downward the cam projection K engages the chain, thus increasing the tension thereon to draw the track into the proper place. When the lever G swings downward, the chain H in pressing on the cam projection K exerts a downward pressure on the fulcrum end of lever G and on its pivot-pin F. This downward pressure is transmitted to the base A and prevents the latter from slipping.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. A rail-track-aligning device comprising a frame, a lever mounted to turn in the said frame and adapted to be actuated thereon, and a plate connected with the said lever and adapted to engage the rail, substantially as shown and described.

2. In a rail-track-aligning device, the combination, with a frame formed with parallel toothed arms, of a lever adapted to be passed between the said toothed arms and provided

with a projecting pivot-pin engaging a set of corresponding teeth on the said arms, and a plate connected with the said lever and formed with a flange adapted to engage the base of the rail, substantially as shown and described.

3. In a rail-track-aligning device, the combination, with a frame formed with parallel toothed arms, of a lever adapted to be passed between the said toothed arms and provided with a projecting pivot-pin engaging a set of corresponding teeth on the said arms, a plate connected with the said lever and formed with a flange adapted to engage the base of the rail, and a chain for connecting the said plate with the said lever, substantially as shown and described.

4. A rail-track-aligning device provided with a frame comprising a base-plate, angular flanges projecting from the ends of the said base-plate and standing in the same direction, and toothed arms held on the said plate, substantially as shown and described.

5. In a rail-track-aligning device, the combination, with a frame comprising a base-plate, angular flanges projecting from the ends of the said base-plate and extending in the same direction, and toothed arms arranged

on top of the said base-plate, of a lever formed with a pivot-pin adapted to engage the said toothed arm, a chain connected with the said lever, and a plate connected with the said chain and formed at its free end with an angular flange adapted to engage the base of the rail, substantially as shown and described.

6. In a rail-track-aligning device, the combination, with a frame comprising a base-plate, angular flanges projecting from the ends of the said base-plate and extending in the same direction, and toothed arms arranged on top of the said base-plate, of a lever formed with a pivot-pin adapted to engage the said toothed arms, a chain connected with the said lever, a plate connected with the said chain and formed at its free end with an angular flange adapted to engage the base of the rail, and a cam projection formed on the fulcrum end of the said lever below the said chain, substantially as shown and described.

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ALONZO H. MCGREW.

Witnesses:

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