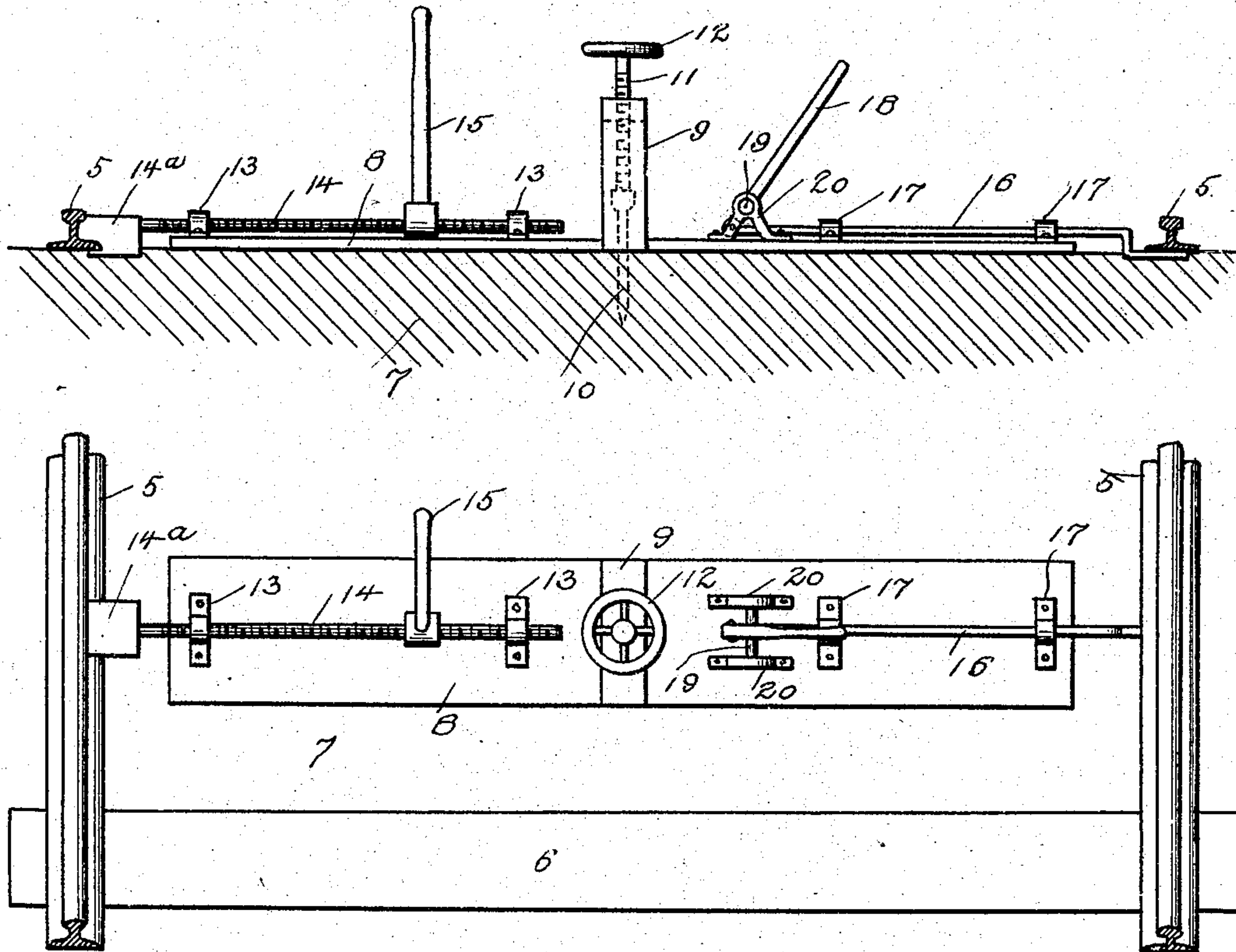


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F. B. SHAW & J. M. EBERLE.  
APPARATUS FOR ALINING RAILWAY TRACKS.  
APPLICATION FILED AUG. 16, 1904.

*Fig. 2.*



*Fig. 1.*

Witnesses

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# UNITED STATES PATENT OFFICE.

FRANK B. SHAW AND JOHN M. EBERLE, OF WARSAW, INDIANA.

## APPARATUS FOR ALINING RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 782,362, dated February 14, 1905.

Application filed August 16, 1904. Serial No. 220,978.

*To all whom it may concern:*

Be it known that we, FRANK B. SHAW and JOHN M. EBERLE, citizens of the United States, residing at Warsaw, in the county of Kosciusko and State of Indiana, have invented new and useful Improvements in Apparatus for Alining Railway-Tracks, of which the following is a specification.

Our invention relates to an apparatus for alining railway-tracks; and it consists in certain novel features of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a plan view of the apparatus, and Fig. 2 an elevation thereof.

Referring specifically to the drawings, 5 denotes the rails, 6 the stringers, and 7 the road-bed.

At 8 is indicated a bed-plate which has at the middle an upright frame 9, in which an anchor 10 is slidably supported, said frame being grooved on the inside to guide the same. The anchor comprises a blade which is sharpened at its lower end and is adapted to be forced into the ground to anchor the bed-plate to the road-bed. The bed-plate has an opening through which the blade passes.

At 11 is indicated a screw which is threaded through the top of the frame 9 and extends against the top of the blade. The screw has a hand-wheel 12 for turning it. To anchor the bed-plate, the screw is turned, which forces the blade 10 into the road-bed, as shown in Fig. 2. On one side of the frame 9 the bed-plate has bearings 13, through which a horizontally-extending screw 14 is threaded. The outer end of the screw has a claw 14<sup>a</sup>, which engages the rail. The said claw extends along the web of the rail and under the base thereof. The screw 14 is turned by a suitable ratchet-lever 15. On the opposite side of the frame 9 a horizontally-slidable rod 16 is mounted in bearings 17 on the bed-plate, the outer end of said rod being extensible under the base of the rail on that side of the track. To the inner end of the rod a hand-lever 18 is pivoted, said hand-lever being fulcrumed on a short shaft 19, extending between supporting-standards 20 on the bed-plate.

In use the apparatus is placed between the rails, as shown, and anchored by forcing the blade 10 downwardly into the ground, as already described. The rod 16 is slid under one of the rails, and the claw is placed against the other rail. The ratchet-lever is then vibrated to push the track outwardly until the proper alinement is had. The anchor securely holds the apparatus against lateral movement, while the rod 16 prevents it from rising.

The parts above described are all simple, and the apparatus is efficient in operation and well serves the purpose for which it is intended.

Having thus described our invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A track-alining apparatus comprising a bed-plate, means for anchoring the same, a screw having at its outer end a claw to engage one of the rails, and means for operating the screw.

2. A track-alining apparatus comprising a bed-plate, means for anchoring the same, a screw having at its outer end a claw to engage one of the rails, a rod slidable under the other rail, and means for operating the screw and the rod.

3. A track-alining apparatus comprising a bed-plate, a frame thereon, an anchoring-blade slidable in the frame, a screw for operating the same, a screw on one side of the frame and having at its outer end a claw to engage one of the rails, and means for operating the screw.

4. A track-alining apparatus comprising a bed-plate, a frame thereon, an anchoring-blade slidable in the frame, a screw for operating the same, a screw on one side of the frame and having at its outer end a claw to engage one of the rails, a rod slidable under the other rail, and means for operating the screw and the rod.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

FRANK B. SHAW.  
JOHN M. EBERLE.

Witnesses:

PERRY SMITH,  
JOHN P. KEHLER.