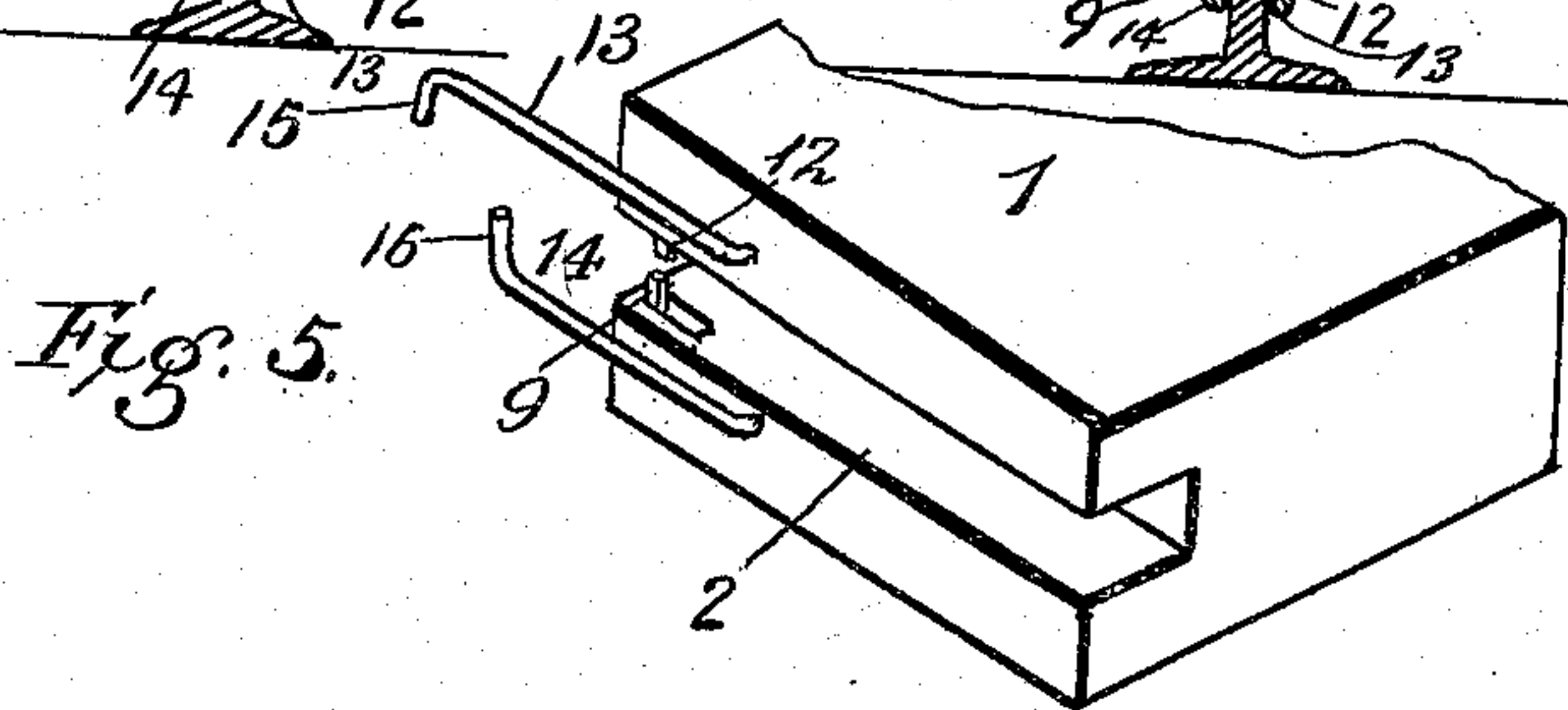
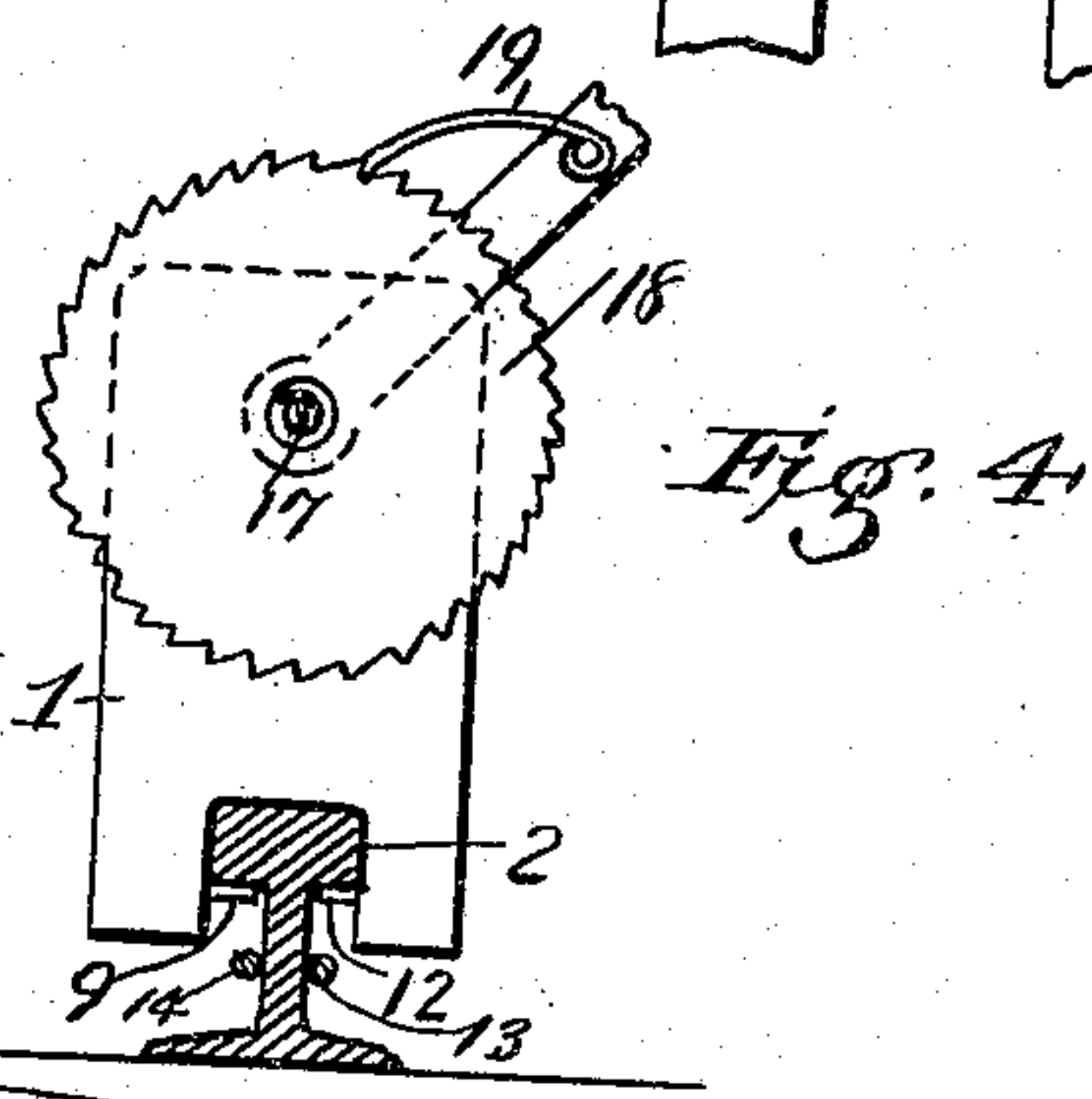
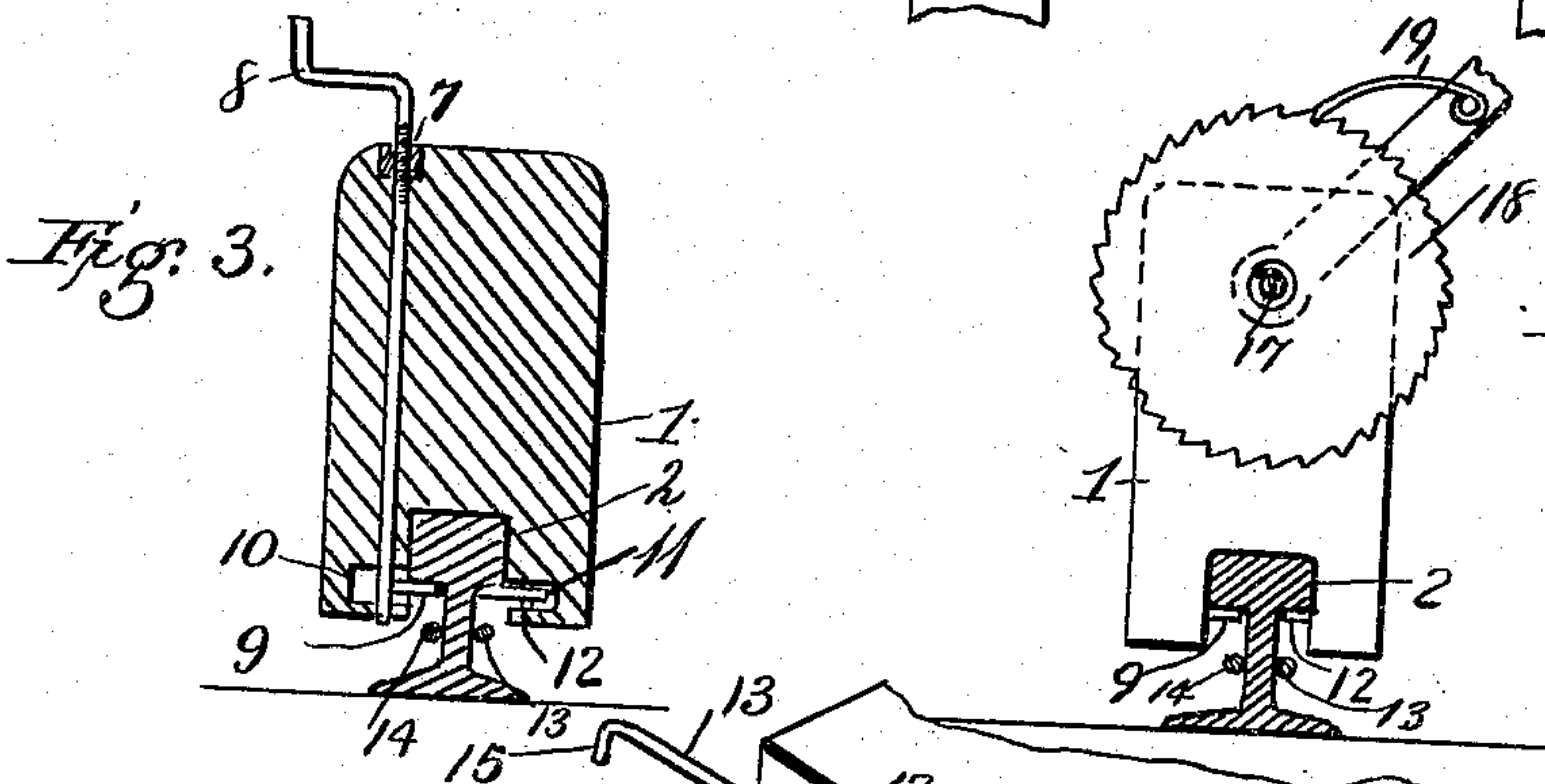
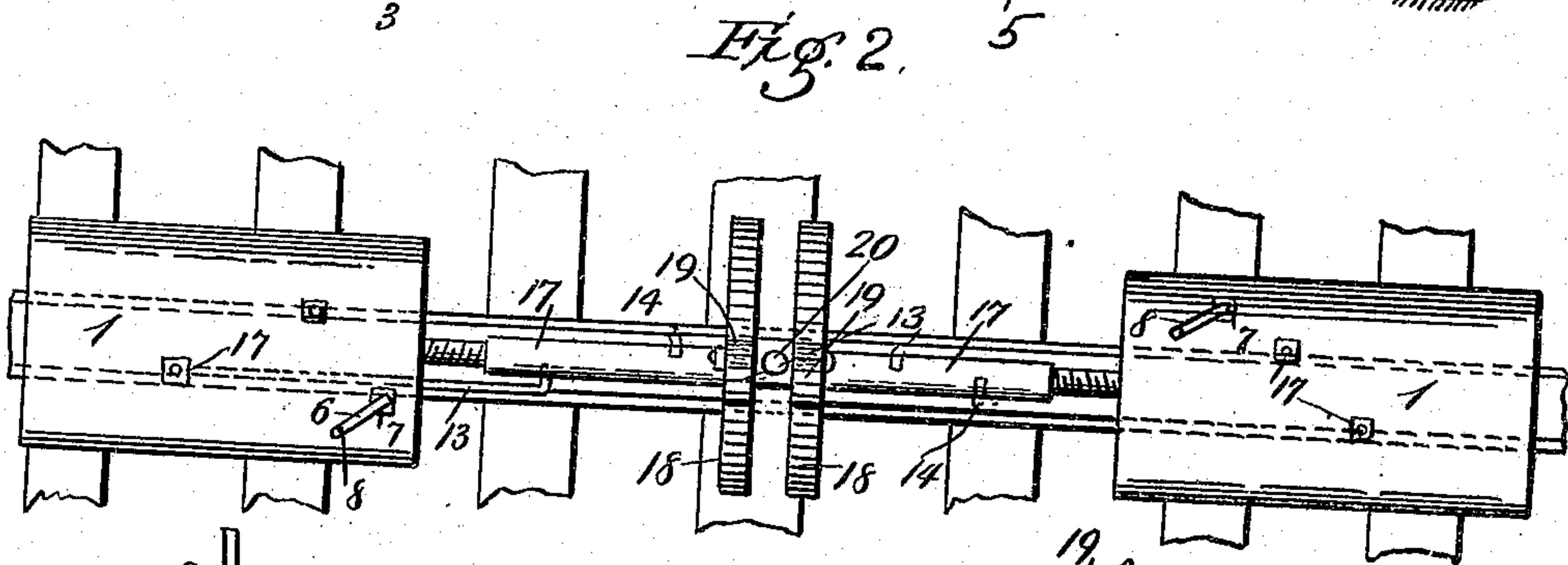
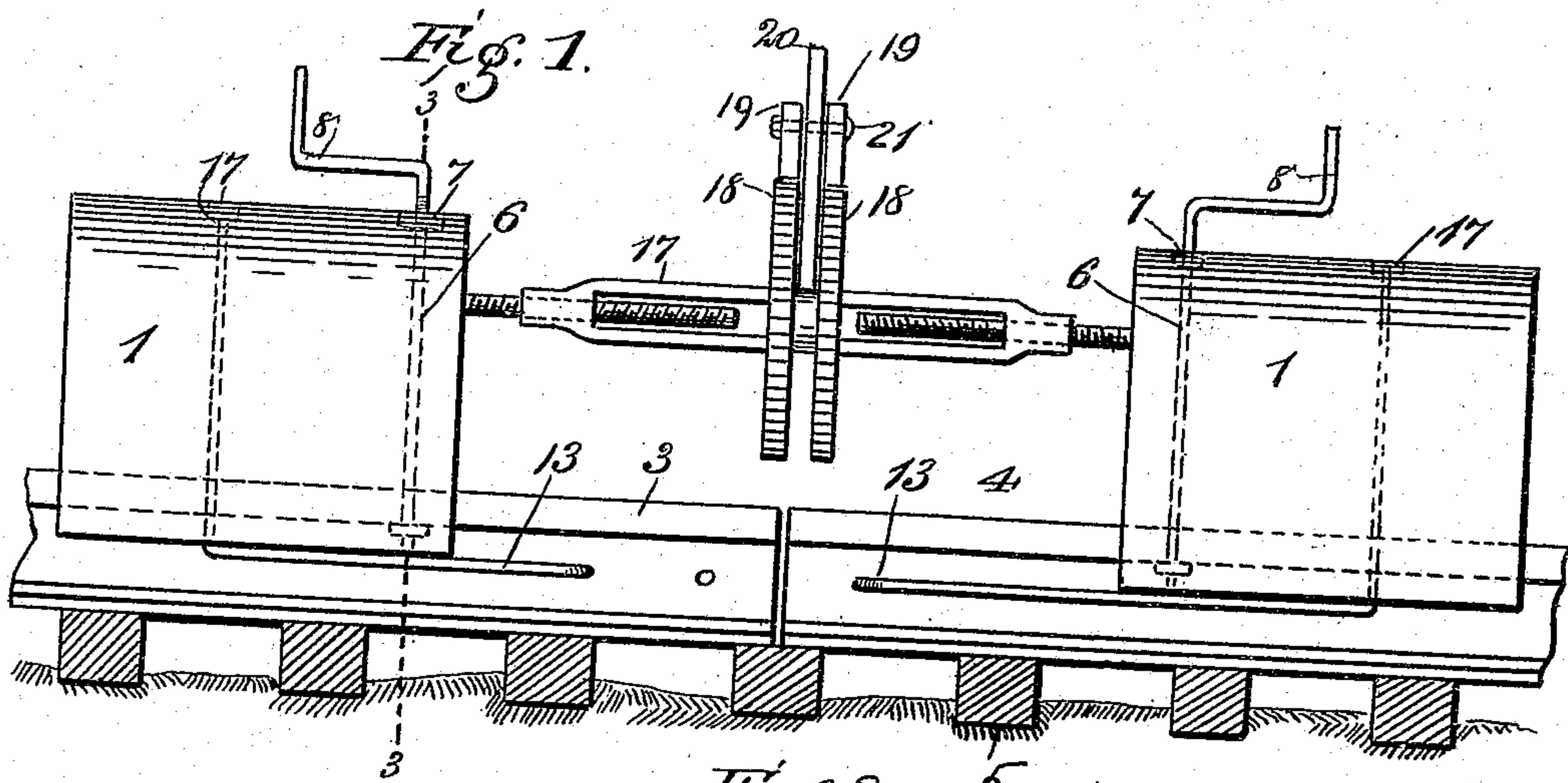


J. C. BROWN.
POWER RIGGING FOR PUSHING RAILWAY RAILS UPGRADE.
APPLICATION FILED JAN. 30, 1909.

930,643.

Patented Aug. 10, 1909.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN CYRUS BROWN, OF EVERGREEN, ALABAMA.

POWER-RIGGING FOR PUSHING RAILWAY-RAILS UPGRADE.

No. 930,643.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed January 30, 1909. Serial No. 475,304.

To all whom it may concern:

Be it known that I, JOHN CYRUS BROWN, a citizen of the United States, residing at Evergreen, in the county of Conecuh and State of Alabama, have invented certain new and useful Improvements in Power-Rigging for Pushing Railway-Rails Upgrade, of which the following is a specification.

Throughout hilly and mountainous regions the rails of railway tracks, due to the constant traveling of trains upon them, creep, gradually, down hill until often times a sufficient gap is left at the top of a hill to be the cause of an accident the magnitude of which is of course due to certain existing conditions. Likewise the rails are often times thrown out of alinement by crowding and warping at the bottom of a hill or incline, which causes spreading of the rails.

My invention has relation to a device known as a power rigging for pushing railway rails up grade and is a device so constructed that the creeping rails may be forced back up hill until they are in their normal positions.

Another object of my invention is to produce a device of the class specified that will be efficient in its operation and will be strong and durable.

With these and other objects in view my invention consists of the novel construction and arrangement of parts as are hereinafter fully described in this specification, illustrated in the accompanying drawings and particularly pointed out in the claims hereunto attached; and I attain these objects by the virtue of the construction of my device which construction is brought forth in said drawings, in which—

Figure 1 is a side elevational view of my invention disclosing the manner in which it is applied to one of the rails of a railroad track. Fig. 2 is a top plan view of my device. Fig. 3 is a vertical sectional view of Fig. 1 taken on the line 3—3. Fig. 4 is a detail and Fig. 5 is also a detail.

Referring more particularly to the drawings my invention is described as follows:

The head blocks 1, which are provided with the longitudinal grooves 2, straddle the rails 3 and 4. In Fig. 1 the fishplates are removed in order to show the application of my invention. These rails rest upon a number of cross ties 5, in the usual manner. A vertically extending rod 6, passes through each of said head blocks near the front sides

thereof. Said vertical rods are threaded near their upper ends at 7, said threads engaging the countersunk nut in each of said head blocks. The upper ends of these rods are also supplied with crank handles 8, their lower ends being provided with inwardly extending projections 9, said projections being for the purpose of engaging the shoulder of said rail. These projections are so arranged in an inwardly extending slot 10, that by the manipulation of said crank handle 8, they may be thrown out of engagement with the shoulder of said rail at will. Arranged oppositely to said inwardly extending projections and countersunk in a similar manner is a projection 11, which is securely held in place by means of a rivet or bolt 12, permanently, but which may be thrown out of its normal position by loosening said bolt 12, if desired. Arranged in each of said head blocks are two L-shaped rods 13 and 14, which are provided with inwardly turned ends 15 and 16, respectively. These rods are held securely in place at their upper ends by means of countersunk nuts 17, and they are so arranged that one of them has a longer reach in each block than the other in its particular block, so that their inwardly turned ends will be engaged by different bolt holes in the vertical portions of said rails 3 and 4.

Arranged horizontally and held in position by the exertion of its own pressure is a turn buckle 17. This turn buckle may be operated in either direction by throwing in engagement with its corresponding ratchet wheel 18, one of the dogs 19. A handle 20, is secured to the central portion of said turn buckle and it is the means by which said turn buckle is operated. Said dogs 19, are pivotally held to said handle by means of nut and bolt connections 21.

It will be obvious that it would require less power to accomplish the task of forcing a certain rail up an incline by first loosening the spikes which hold that particular rail to the cross ties. This is not absolutely necessary however, but it will be a great advantage to the successful manipulation of my invention.

Although I have specifically described my invention I may claim the right to make such slight changes in its construction as will be obviously necessary in the manufacture thereof, and which do not depart from the

spirit of the claims hereunto appended and which do not fall without the scope thereof.

Having described my invention what I claim as new and desire to secure by Letters Patent is:

1. In a power rigging of the class described two head blocks provided with longitudinally disposed grooves, said head blocks adapted to straddle one of the rails of a railroad track, means of engagement between said blocks and said rail, means to cause said blocks to be forced in directions opposite to one another, said means comprising a turn buckle, substantially as shown.
2. In a power rigging for pushing railway rails up grade, two head blocks, means of engagement between said head blocks and said rail, said means consisting of inwardly extending projections, one of each adapted to be thrown out of engagement, the other of which is held securely in place by suitable means, each of which is countersunk, means

to force said blocks in opposite directions, substantially as shown.

3. In a power rigging for pushing railway rails up grade, two head blocks adapted to be secured to said rail, means to engage said blocks to said rail, means to force said blocks in opposite directions, said last-mentioned means comprising a turn buckle provided with two ratchet wheels at its center, said ratchet wheels provided with oppositely arranged teeth, a dog adapted to engage each of said ratchet wheels, a handle for the purpose of revolving one of said ratchet wheels, said dogs pivotally connected to said handle by suitable means, substantially as described.

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

JOHN CYRUS BROWN.

Witnesses:

S. L. TISDALE,
S. P. DUNN.