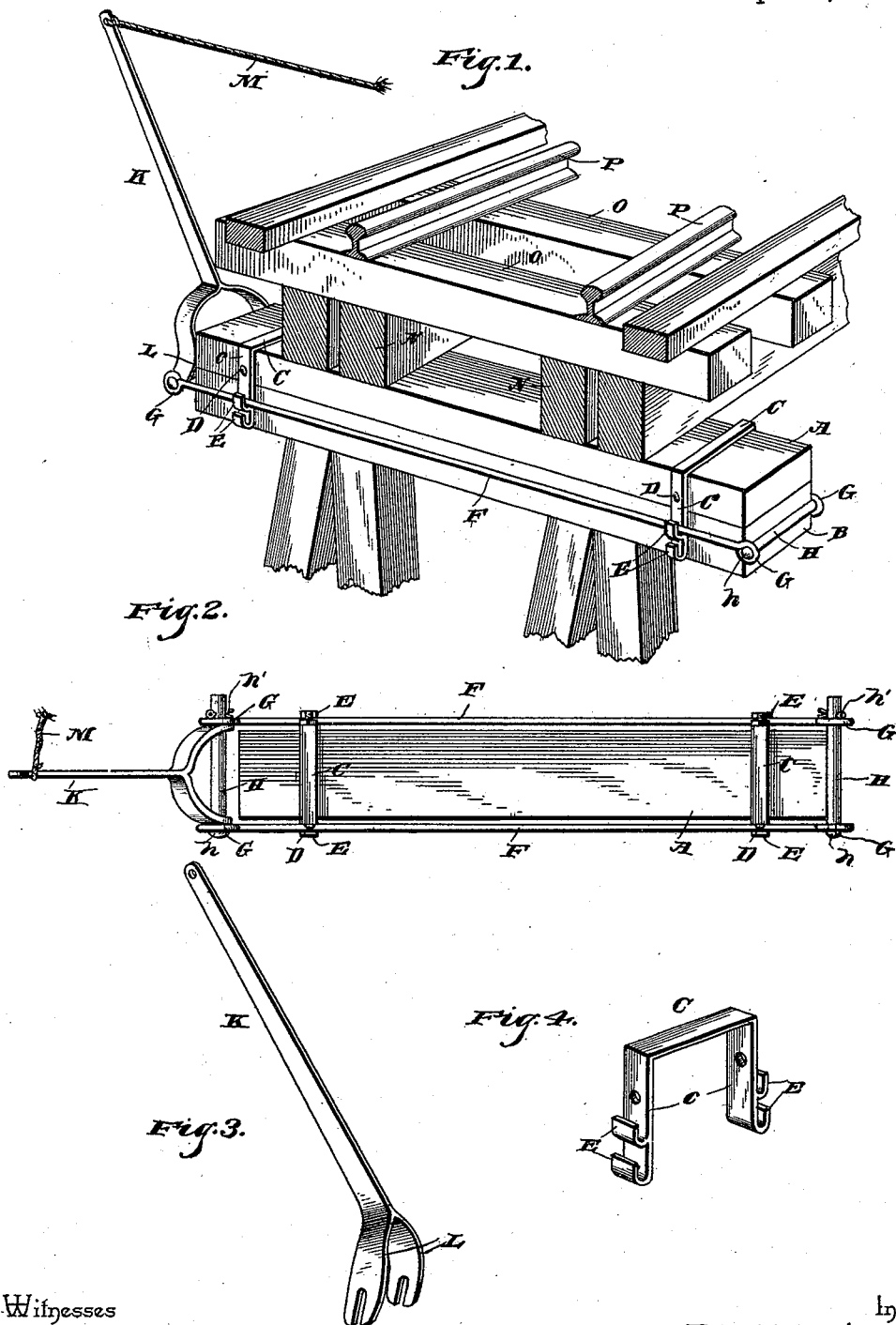


(No Model.)

P. B. DOBBINS.
TRESTLE TRACK LINER.

No. 494,553.

Patented Apr. 4, 1893.



Witnesses

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UNITED STATES PATENT OFFICE.

PETER B. DOBBINS, OF JOHNSTON STATION, GEORGIA.

TRESTLE-TRACK LINER.

SPECIFICATION forming part of Letters Patent No. 494,553, dated April 4, 1893.

Application filed October 11, 1892. Serial No. 448,540. (No model.)

To all whom it may concern:

Be it known that I, PETER B. DOBBINS, a citizen of the United States, residing at Johnston Station, in the county of Liberty and State of Georgia, have invented a new and useful Trestle-Track Liner, of which the following is a specification.

My invention relates to a device for lining railway tracks upon trestle bridges and similar structures, the object in view being to provide a simple and efficient device which may be readily applied to the cap beams of a trestle bridge to aid in bringing the track-rails to a perfect alignment.

In carrying out my invention I employ certain devices and a certain combination of parts which will be described hereinafter in detail, the novel features being particularly pointed out in the appended claims.

In the drawings: Figure 1 is a view of a section of a trestle bridge with my lining device applied thereto in the operative position. Fig. 2 is a plan view of one of the cap beams with the lining-rods applied thereto. Fig. 3 is a detail view, in perspective, of the lining arm. Fig. 4 is a similar view of one of the hangers.

A and B represent, respectively, the upper and lower cap-beams of an ordinary trestle bridge, and C represent hangers, in the form of saddles, which fit over the upper cap-beam with their parallel depending arms *c c* lying in contact with the sides of the lower cap-beam. The sides of the hangers are provided with perforations D through which bolts may be passed to elevate the hangers when a thin cap or no cap is employed, in which case these bolts rest upon the upper cap, and a block can be fitted between the stringers and on the end of the cap to receive the thrust of the lever.

The arms of the hangers are further provided with hooks E E, in which are engaged and supported the lining-rods F F, which are parallel with and in proximity to the opposite sides of the beam. These rods are provided at their extremities with eyes G G, through which pass transverse pins H H, which lie, respectively, at opposite ends of the beam, and are provided each at one end with a head *h*, and at the opposite end with a perforation to receive a key *h'*. The length of the rods is such that when the pin at one end lies in contact with the adjacent end of the beam, the

pin at the opposite end is distant about three inches from that end of the beam.

The operating or lining arm or lever K is provided with a bifurcated or forked lower end, whose arms are slotted to receive the transverse pin which thus forms a fulcrum therefor. This lever is provided with a bend or elbow L, which projects inward or toward the beam and forms a bearing point. The lanyard M is attached to the upper or free end of this lever. The upper cap-beams bear the track-rails, the lower cap-beams are rigidly attached to the trestles, and the upper beams rest upon the lower beams, and until finally bolted or otherwise secured thereto, are movable thereon.

To align a section of track, after the same has been deflected or thrown out of line for the purpose of repairing some part of the bridge, or which has not yet been aligned, set the device as described, with the hangers embracing and bearing upon the upper cap-beam and its arms depending below the plane of the upper side of the lower cap-beam, the lining or (as they may be termed) the tension rods resting in the supporting hooks of said hangers, with the transverse pin at one end of said rods in contact with the adjacent end of the lower cap-beam, and the operating lever fulcrumed upon the other transverse pin with its bearing-point in contact with the adjacent end of the upper cap-beam, as clearly shown in Fig. 1. It will now be seen that the transverse pin at one end of the framework, consisting of the tension-rods and pins, is in contact with one end of the lower and stationary lower cap-beam, and the operating-lever, which is fulcrumed upon said frame, bears against the end of the upper cap-beam, which is movable upon the lower cap-beam and supports the stringers N, the truss-ties O, and the rails P.

By drawing upon the lanyard the upper or movable portion of the bridge structure may be moved laterally to bring the parts into their proper relative positions and the track-rails into perfect alignment. When in this position they may be bolted or otherwise securely fastened.

This device is of particular utility in deflecting the super-structure of a bridge when it is desired to drive additional piles to take

the place of those which have become useless, or to make other improvements in the structure of the bridge. The rail-carrying structure may be pushed to one side a sufficient distance to permit of carrying on the desired operation, after which it may be replaced and properly aligned as before.

It is to be understood that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A lining device for trestle bridges, having a framework attached to the lower cap-beam, and a lever fulcrumed upon said framework and bearing against the upper cap-beam, substantially as specified.

2. A lining device for trestle tracks, having lining or tension rods, connected by a transverse pin which is adapted to bear against one end of a lower cap-beam, and an operating-lever fulcrumed upon a transverse pin connecting the opposite ends of said rods and

provided with a bearing-point to bear against the adjacent end of the upper cap-beam, substantially as specified.

3. A lining device for trestle tracks having hangers attached to the upper cap-beam and provided with depending arms having hooks, the tension-rods supported in said hooks, the transverse pins connecting the extremities of the rods, and the lever fulcrumed upon one of the transverse pins, having a bearing-point to engage the end of the upper cap-beam, and provided with a lanyard, substantially as specified.

4. A device for lining trestle tracks, comprising the tension-rods, transverse pins, hangers, bifurcated lever having slotted arms and a bearing-point, and the lanyard, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

PETER B. DOBBINS.

Witnesses:

C. C. HILTON,
J. A. HILTON.