

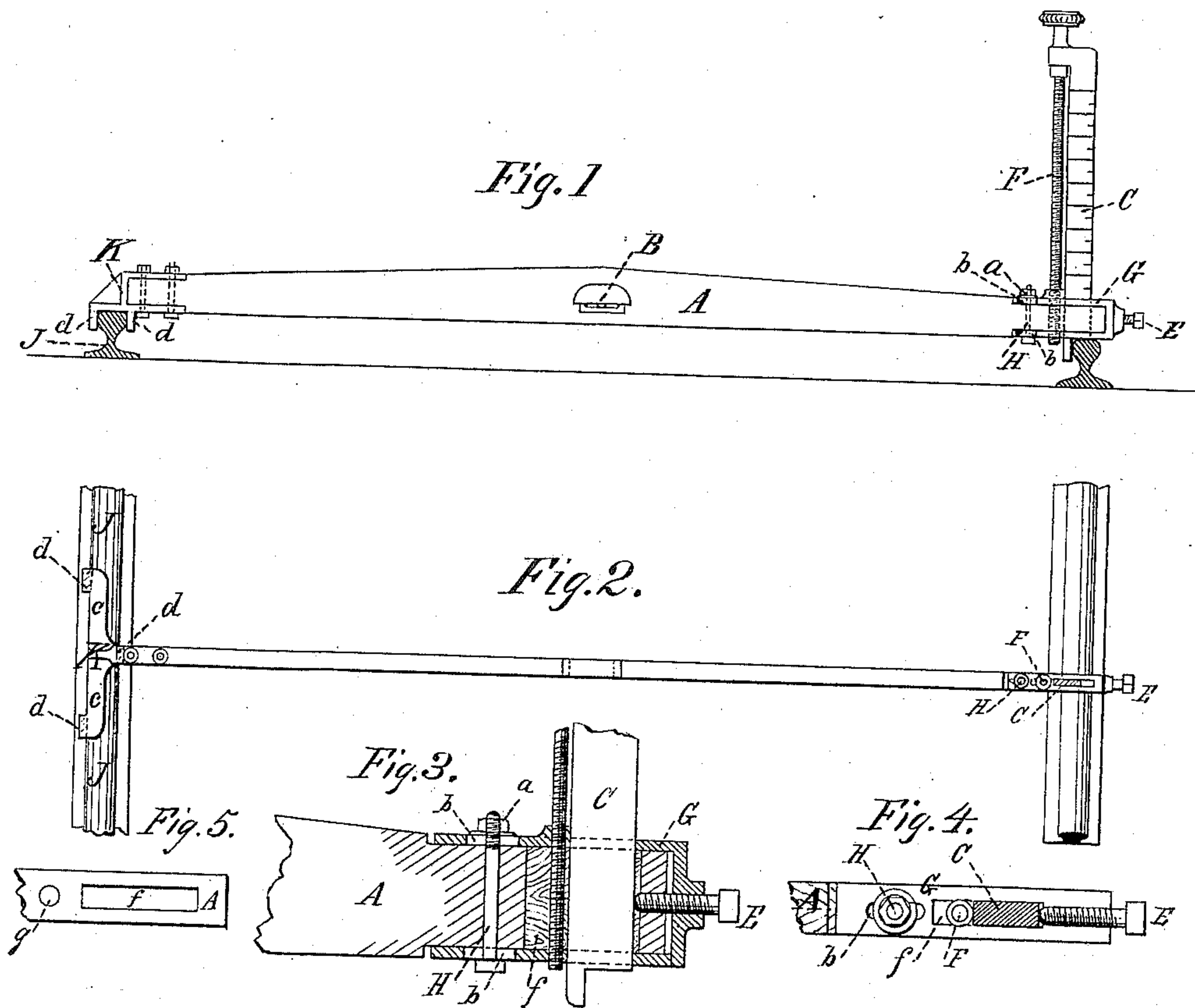
(No Model.)

W. D. DALTON.

TRACK GAGE.

No. 311,418.

Patented Jan. 27, 1885.



WITNESS.

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WILLIAM D. DALTON, OF LUDLOW, KENTUCKY, ASSIGNOR OF TWO-THIRDS
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TRACK-GAGE.

SPECIFICATION forming part of Letters Patent No. 311,418, dated January 27, 1885.

Application filed November 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM D. DALTON, of Ludlow, county of Kenton, State of Kentucky, have invented a new and useful Improvement in Track-Gages, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

The object of my invention is to facilitate the laying of railroad or other tracks to a gage. To do this I combine in one implement a gage, an elevation-bar, and a spirit-level, as shown in the accompanying drawings.

Figure 1 is a side view of the improved gage, showing the gage-bar A, the spirit-level B, with which to gage the elevation, in conjunction with the elevation-bar C.

C is the elevation-bar, made adjustable, and being operated either by hand or by means of the screw F. Although the screw is not necessary to the operation of the elevation-bar, it is very useful where great accuracy is required. Having adjusted the elevation-bar C, it can be held firmly in the position by the set-screw E. The adjustable end piece, G, is made to pass over the end of the gage-bar A, being secured by the bolt H with nut and washer *a*, passing through the end of the gage-bar A and through slotted holes in the end piece at top and bottom, as shown at *b b*. It is also provided with a set-screw, E, at the end, with which to hold firmly in position the elevation-bar C. The fixed end K is made with two projections, *c c*, and lugs *d d d*, one on each projection and one on the part of the end piece that comes under the end of the gage-bar. Two of these lugs are made to fit to one side of the track or rail J, and one of them to fit the opposite side of the rail. The fixed end piece thus is made to act as a square to cause the gage-bar to sit at right angle to the guide rail or track J. This end piece is fastened firmly to the gage-bar.

Fig. 2 is a top view of gage-bar, showing fixed end K, with its projections or arms *c c*, and position of lugs *d d d*.

Fig. 3 is a sectional view of the adjustable

end of gage. A is the gage-bar with slot *f*, which, being longer than the space required for the elevation-bar, admits of the movement of the adjustable end piece in setting the gage for a greater or less width of track.

Fig. 4 is a top view of adjustable end piece, showing gage-bar A, section of elevation-bar C, end of bolt H, slot *b* in end piece, G, and slot *f*.

Fig. 5 is a top view of end of gage-bar A, showing slot *f* and hole *g*, through which bolt H passes.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a track-gage, the combination of a gage-bar, an adjustable end piece, a clamp to hold it to its adjustment, an elevator-bar carried by the end piece, and a set-screw for holding said bar to its adjustment, substantially as described.

2. In a track-gage, the combination of a gage-bar and adjustable end piece, an elevation-bar, and a screw for adjusting the elevation of said bar, the said screw and elevation-bar being carried by the adjustable end piece, substantially as described.

3. In a track-gage, the combination of a gage-bar, an elevation-bar, a vertical screw connected to the elevation-bar, and a set-screw for holding the bar to its adjustment, substantially as described.

4. In a track-gage, the combination of the gage-bar provided with a spirit-level, the arms at one end formed with downwardly-projecting lugs near their outer ends, and a lug intermediate of said lugs to fit on the opposite side of a rail, an adjustable end piece at the other end of the bar, an elevation-bar carried by said end piece, a screw for adjusting the elevation of said bar, and a set-screw for holding said bar to its adjustment, substantially as described.

WILLIAM D. DALTON.

Witnesses:

JOHN H. BOGART,
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