

No. 688,106.

Patented Dec. 3, 1901.

B. F. LYND.
RAILWAY TRACK GAGE.

(Application filed Sept. 5, 1901.)

(No Model.)

Fig. 1.

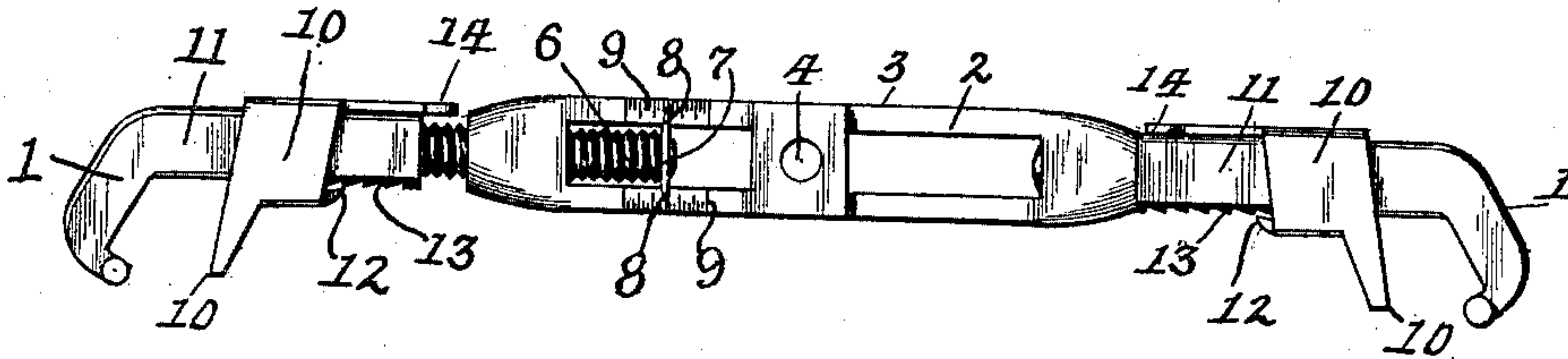


Fig. 2.

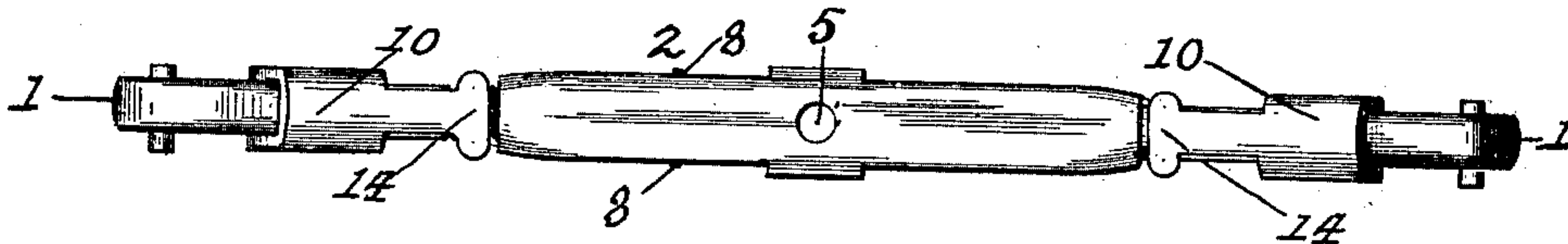
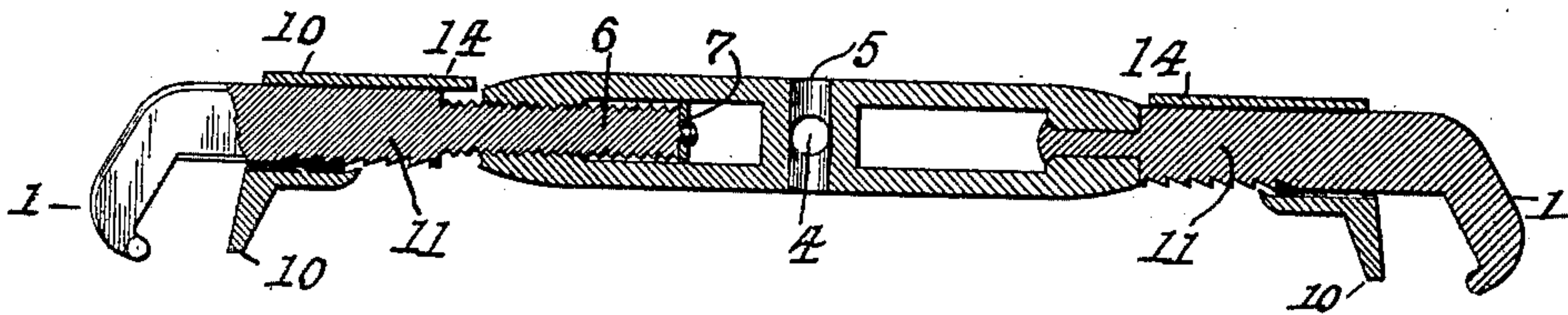


Fig. 3.



Witnesses

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RAILWAY-TRACK GAGE.

SPECIFICATION forming part of Letters Patent No. 688,106, dated December 3, 1901.

Application filed September 5, 1901. Serial No. 74,401. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. LYND, a citizen of the United States, and a resident of Ironton, in the county of Lawrence and State of Ohio, have invented a new and useful Railway-Track Gage, of which the following is a specification.

My invention relates to a device for accurately fixing the distance between the rails of railways, and has for its object to provide a novel means which will not only enable the user to read from the instrument the actual distance between the rails, but will serve as a convenient means for moving the rails in either direction to bring them to the desired position, the construction being such that the gage may be shifted instantly to engage with the rail without the necessity of running in the screw through which power is utilized to move the rails.

My invention will be fully understood upon reference to the accompanying drawings, in which—

Figures 1, 2, and 3 are respectively a side view, a plan, and a vertical longitudinal section of the railway-track gage embodying the features of my invention.

11 represent claws having an ordinary turnbuckle connection 2, by means of which said claws when engaged with the outer sides of two rails may be utilized to draw the rails together. According to my present invention the link 3 of the turnbuckle is provided with central sockets 4 5, into which may be introduced a pick-handle or other convenient article to turn the link and run the claws in or out.

In connection with the screw 6 of the turnbuckle I provide a follower 7, which fits in the opening of the link and has projections 8 that travel over scales 9 on the side or sides of the link in order to enable the user to read accurately the distance between the rails. I also provide in connection with the claws 1 spreading-knees 10, which adapt the turnbuckle to force rails apart in addition to drawing them together. In order that the knees may be readily shifted in or out to bring them into engagement with the rails without the necessity of screwing up or unscrewing the turnbuckle, they are made to slide upon the

shanks 11 of the claws 1 and are made to engage the shanks in a direction to resist pressure against them by means of integral dogs 12 and ratchets 13. Controlling-levers 14 project inwardly from the upper sides of the knees 10 in such manner as to counterbalance said knees and hold their dogs 12 out of engagement with the ratchets 13 while they are sliding back and forth and until pressure is brought to bear against the engaging faces of the knees, when the dogs will automatically come into engagement with the ratchets.

A gage constructed as above described may serve other purposes than the specific application mentioned. The claw 1 and knee 10 when brought into intimate engagement with opposite sides of a rail-tread can be utilized to turn the rail upon its supporting-base should it be lying on its side. The construction also affords a wider range of use for the implement in its use for gaging rails than can be obtained from gages as heretofore constructed, for obviously it is simply necessary to bring the claws and knees into engagement with opposite faces of the respective rails, when the rails can be adjusted back and forth until accurately fixed in the desired position.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In a railway-track gage the combination with the claws and the turnbuckle for drawing them together, the follower 7 fitted in the opening of the link, having connection with the end of the screw of the turnbuckle, and formed with a pointer 8 overlapping the side of the turnbuckle, the said side being provided with a scale over which the pointer travels as the link is turned.

2. In combination with a railway-track gage, the knees 10 mounted to slide thereon, provided with dog-and-ratchet engagement therewith and having levers 14 for controlling the engagement of the dogs with the ratchets, for the purpose set forth.

The foregoing specification signed at Ironton, Ohio.

BENJAMIN F. LYND.

Witnesses:

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