

No. 742,660.

PATENTED OCT. 27, 1903.

T. L. HOWELL.  
RAILWAY TRACK GAGE.  
APPLICATION FILED JULY 6, 1903.

NO MODEL.

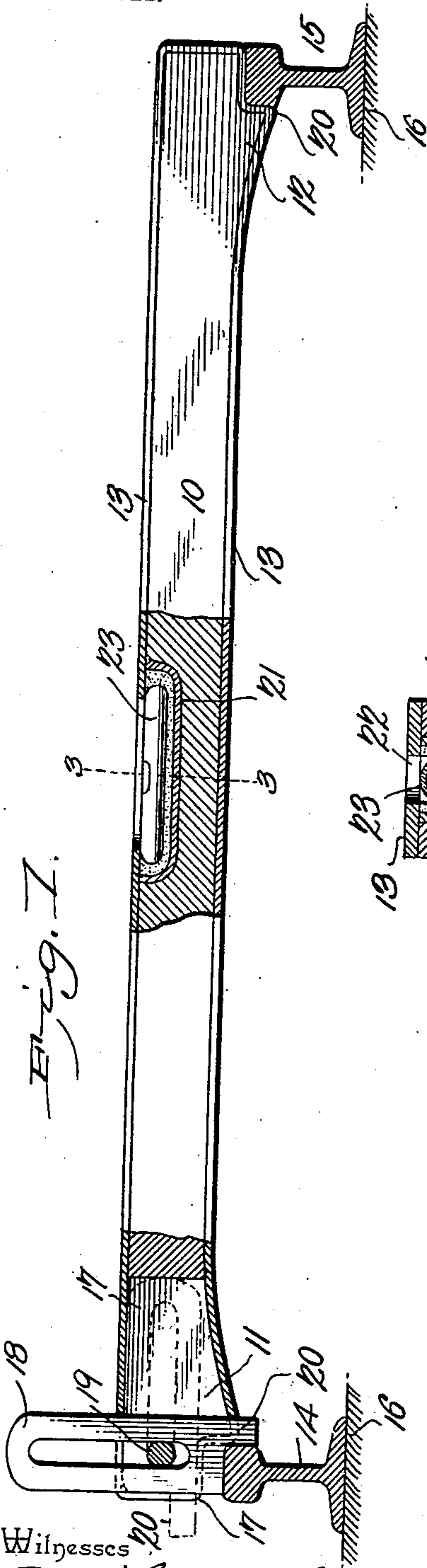


Fig. 1.

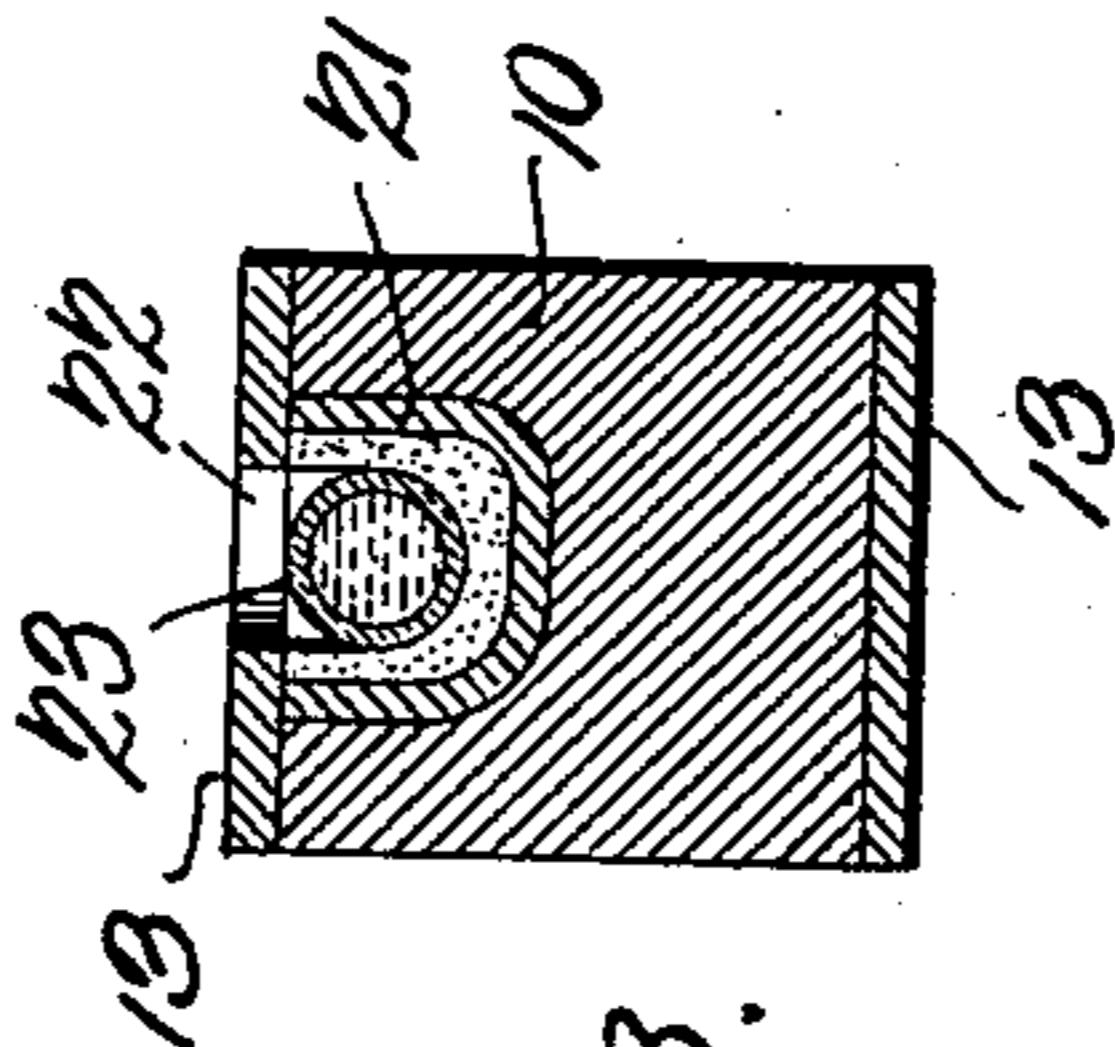


Fig. 3.

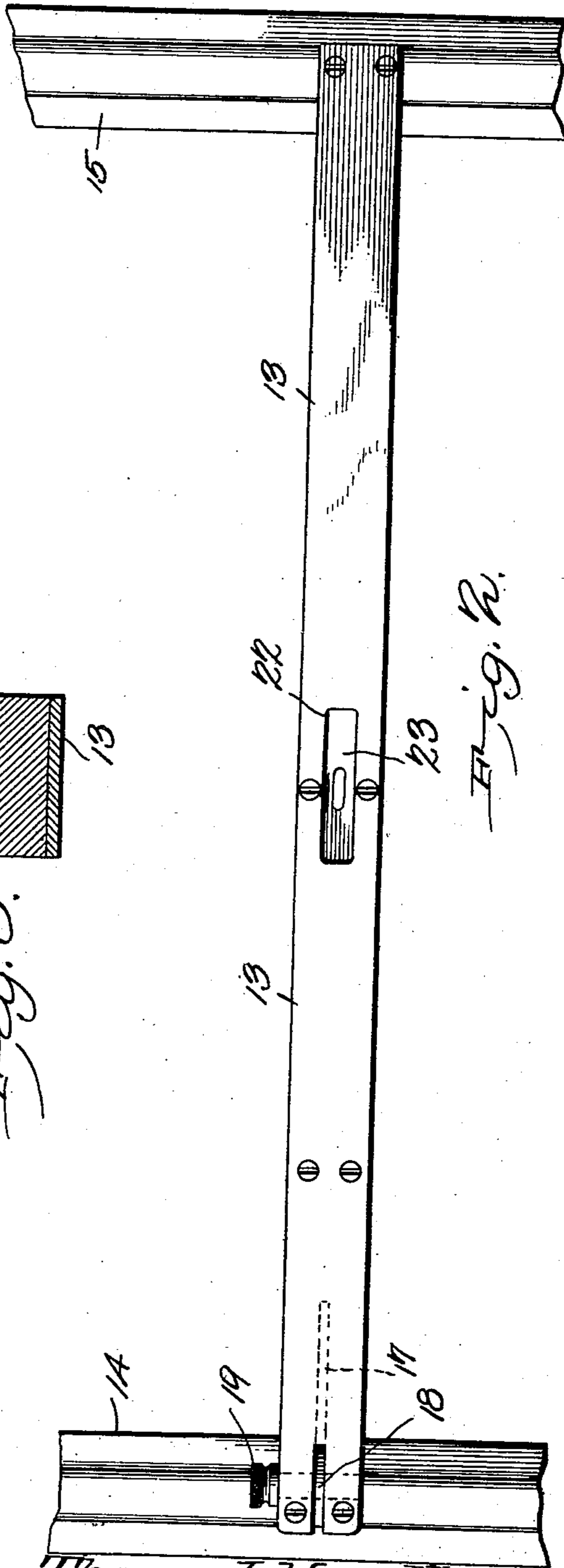


Fig. 2.

Witnesses

E. J. Stewart  
C. H. Woodward

Thomas L. Howell, Inventor.  
by C. A. Snow & Co.  
Attorneys

# UNITED STATES PATENT OFFICE.

THOMAS L. HOWELL, OF SMITHFIELD, PENNSYLVANIA.

## RAILWAY-TRACK GAGE.

SPECIFICATION forming part of Letters Patent No. 742,660, dated October 27, 1903.

Application filed July 6, 1903. Serial No. 164,460. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS L. HOWELL, a citizen of the United States, residing at Smithfield, in the county of Fayette and State of Pennsylvania, have invented a new and useful Railway-Track Gage, of which the following is a specification.

This invention relates to gages employed in adjusting railway-tracks to the proper width and level and also to denote the proper position of the rails upon curves and in similar localities, and has for its object to produce a device of this character simple in construction, durable, and convenient to use, and by means of which all the various adjustments may be made without the necessity for employing other or more complicated implements or apparatus.

The invention consists in certain novel features of construction, as hereinafter shown and described, and specified in the claims.

In the drawings illustrative of the invention, in which corresponding parts are denoted by like designating characters, Figure 1 is a side elevation with the implement applied and partially in section. Fig. 2 is a plan view. Fig. 3 is a transverse section, enlarged, on the line 3 3 of Fig. 1.

The improved implement consists of a stock or body portion 10, preferably of wood and formed with integral stops 11 12, corresponding to the gage of the track upon which the implement is to be employed. The stock member is bound upon both ends and upon its upper and lower surfaces by a metal band 13 to protect the wood from abrasion.

The rails (designated 14 and 15, respectively) are shown as mounted upon a cross-tie 16 of the usual construction, the stops 11 and 12 corresponding to the gage of the track in the usual manner.

Formed in one end of the stock 10 is a vertical recess 17 of relatively narrow width, and in this recess a curve-rail-denoting beam 18 is supported, as by a clamp-bolt 19, operating through the stock 10 and likewise through a longitudinal slot in the beam. One end of this beam 18 is provided with a lip 20 and adapted to engage the tread of one of the rails 14 15, as the case may be.

The binding member 13 will be formed with a slot registering with the outer portion of

the recess 17, the inner ends of the recess in the band forming a stop against which the beam 18 rests when in its vertical or operative position, so that the lip 20 will be maintained at the proper point relative to the rail upon which it rests.

The portion of the recess 17 in the rear of the recess in the band 13 forms a pocket into which the beam 18 will be inserted when not in use, as shown by dotted lines in Fig. 1.

The unrecessed portion of the band 13, which projects over the inner portion of the recess 17, thus forms a cover or closure there- to and protects the beam when in inoperative position. When not in use, therefore, the beam can be withdrawn into its pocket and be protected thereby from contact with surrounding objects or from being in the way of the other portions of the implement.

Formed in the upper portion of the stock 10, preferably centrally thereof and beneath the band member 13, is a cavity in which a casing 21 is supported, the band 13 having an aperture 22 opposite the casing and of less size than the casing, so that the material of the band contiguous to the aperture projects partially over the interior of the casing.

Within the casing a bubble-glass 23 is supported, with its bubble adapted to be positioned opposite the center of the aperture when the gage is in its level position.

The casing 21 will preferably be of cast-iron, so that it will be of ample strength to protect the bubble-glass against the rough usage to which such implements are generally subjected when in use. By this means a very compact, durable, and simply-constructed implement is produced, which may be employed as an ordinary track-gage, a gage to denote the proper height of the rails upon curves and also to regulate the "level" of the track, and for all the various purposes for which such implements are usually employed.

Having thus described the invention, what I claim is—

1. A railway-track gage comprising a stock having stop-lugs spaced to correspond to the gage of the track and provided with a longitudinal recess in one end thereof, a binding member embracing said stock and forming a shield over the inner portion of said recess,

the binding member being slotted to correspond to the outer portion of the recess, and a beam for denoting curve rail elevations adjustably supported within said recess in such manner that when in operative position the ends of the slot in the binding member contact with said beam and hold it in proper angular relation to the stock.

2. A railway-track gage comprising a wooden stock formed with stop-lugs to correspond to the inner faces of the rails and having a longitudinal recess in one end thereof, a binding member embracing said stock and forming a shield for the inner end of said recess, said binding member being slotted to correspond to the outer portion of said recess, a

pivot-pin arranged in said recess, a beam for denoting curved rail elevations having a longitudinal slot through which said pivot-pin passes, said pin and said beam being so arranged that when the beam is in operative position it will be held in proper angular relation to the stock by contact with the ends of the slot in the binding member, and means for clamping said beam in adjusted position.

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

THOMAS L. HOWELL.

Witnesses:

FRANK P. MILLER,  
FRANK P. BRITT.