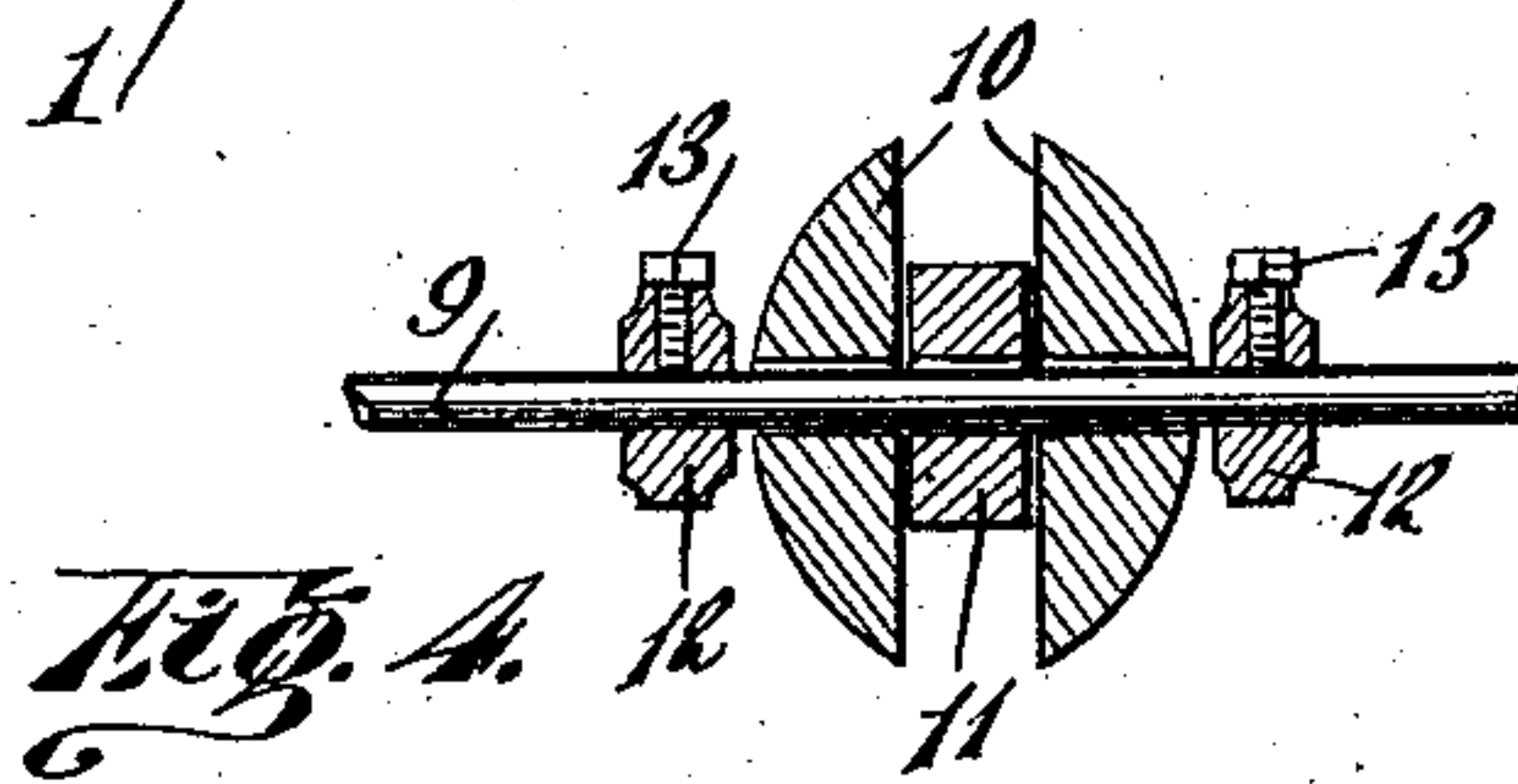
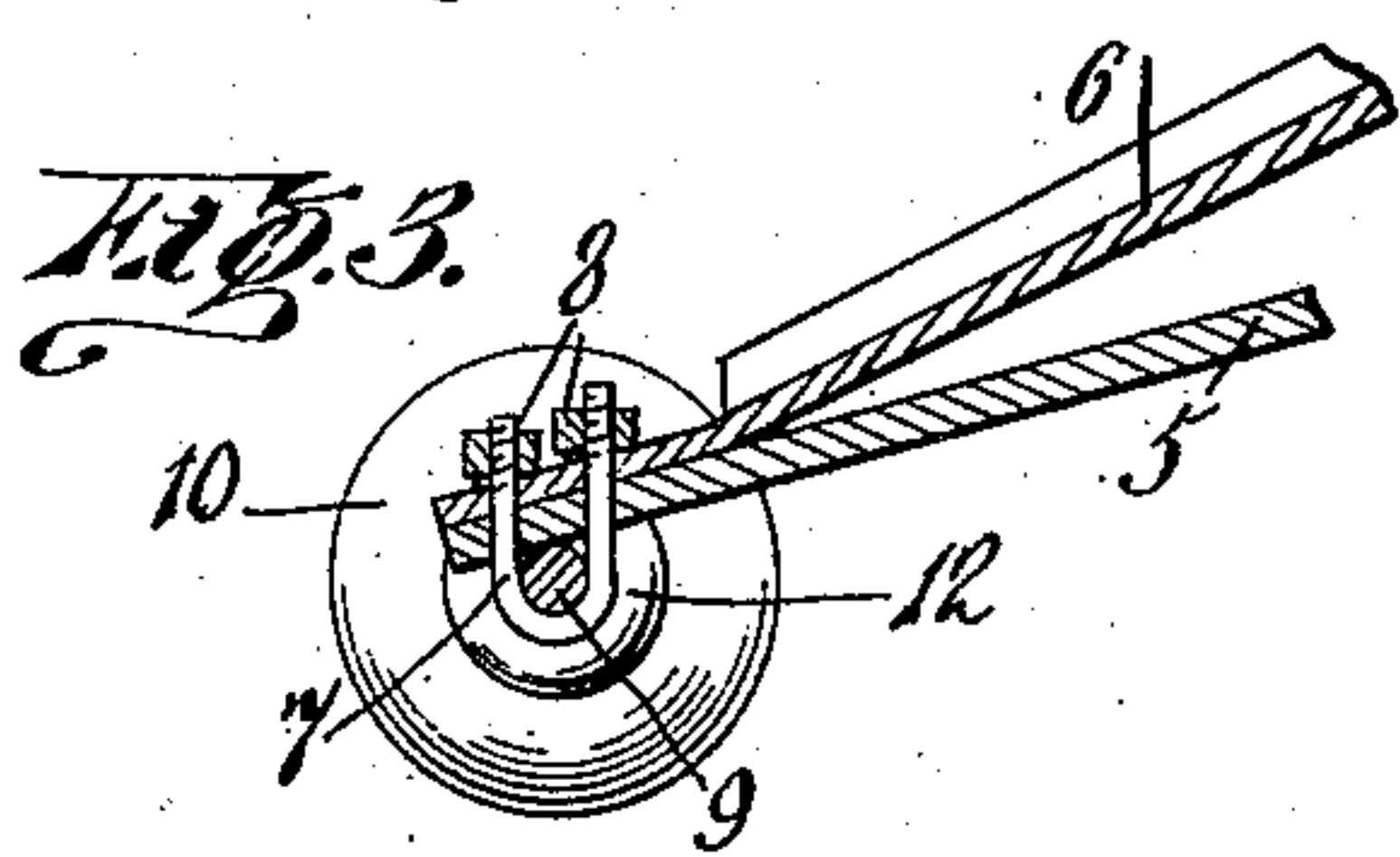
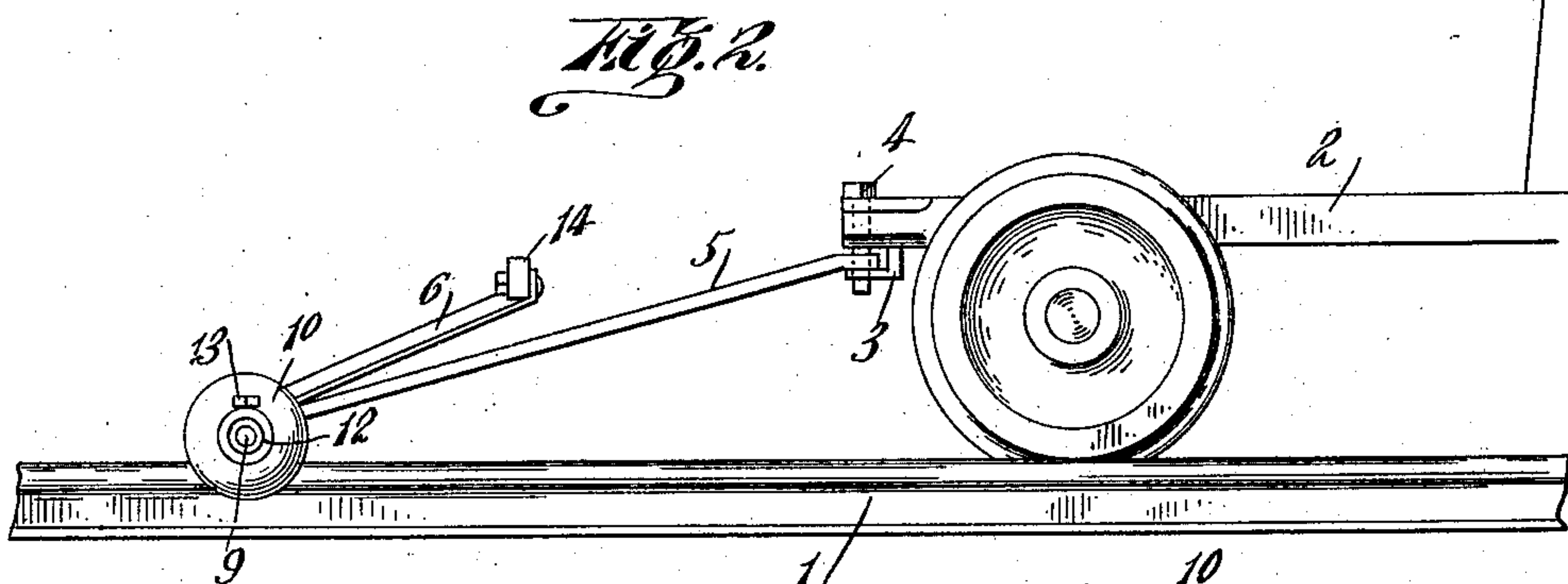
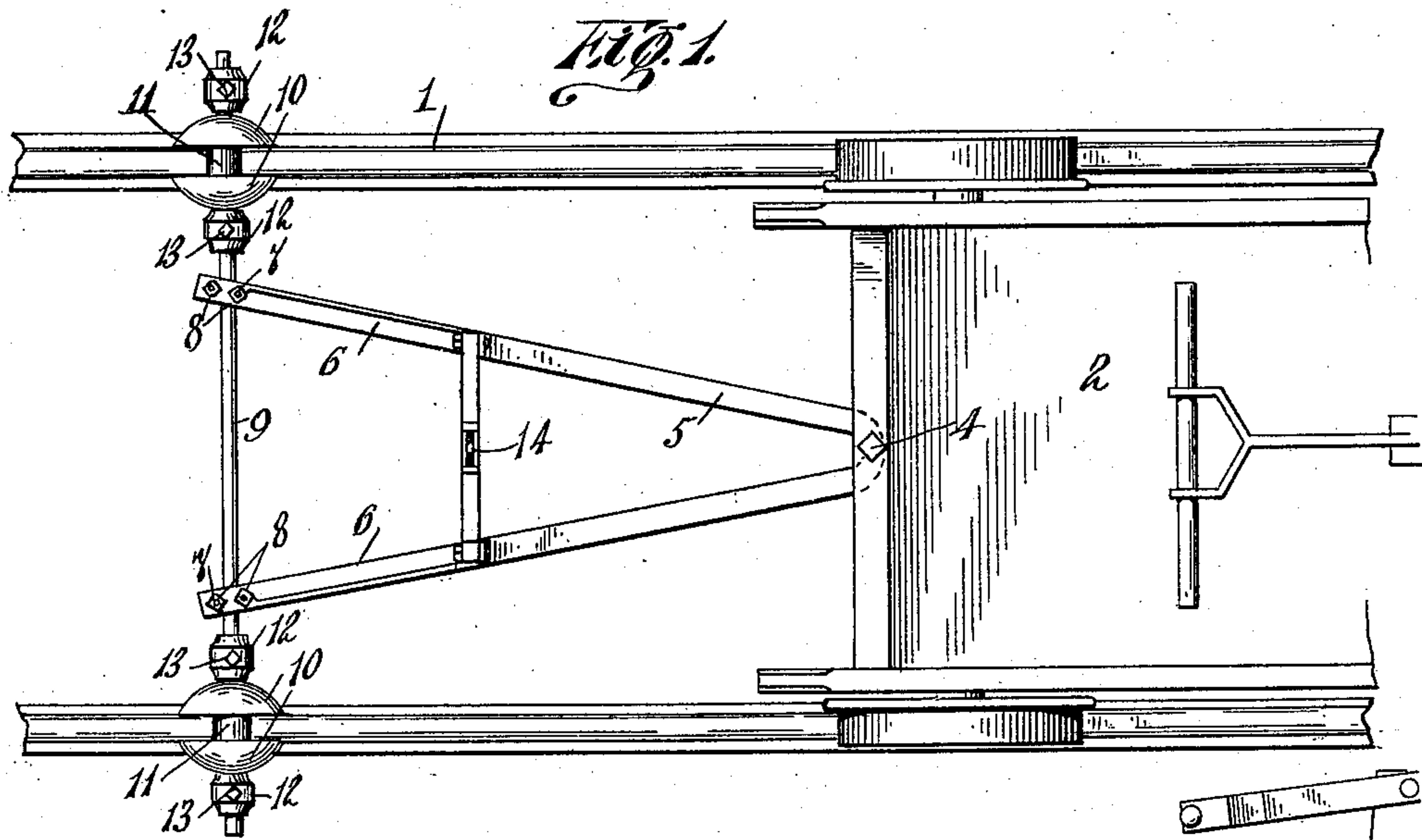


No. 842,379.

PATENTED JAN. 29, 1907.

L. BARCELOUX.
TRACK GAGE AND LEVEL.
APPLICATION FILED MAY 26, 1906.



Witnesses:

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UNITED STATES PATENT OFFICE.

LOUIS BARCELOUX, OF ST. GUILLAUME STATION, QUEBEC, CANADA.

TRACK GAGE AND LEVEL.

No. 842,379.

Specification of Letters Patent.

Patented Jan. 29, 1907.

Application filed May 26, 1906. Serial No. 318,950.

To all whom it may concern:

Be it known that I, LOUIS BARCELOUX, a subject of the King of Great Britain, residing at St. Guillaume Station, county of Drummond, in the Province of Quebec, Canada, have invented certain new and useful Improvements in Track Gages and Levels; and I do hereby declare that the following is a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to railway-track gages and levels.

The object of my invention is to provide a gage and level combined which may be attached to a lever-car, so that the level and gage of the tracks of a railway may be ascertained from the car without the necessity of the workman carrying either instrument or having to stop; and my invention consists of the construction, combination, and arrangement of parts, as herein illustrated, described, and claimed.

In the accompanying drawings, forming part of this application, I have illustrated one form of embodiment of my invention, in which drawings similar reference characters designate corresponding parts, and in which—

Figure 1 is a plan view. Fig. 2 is a side elevation. Fig. 3 is a fragmentary detail in vertical section; and Fig. 4 is a fragmentary detail view, in vertical section, through one of the supporting-rollers of the device.

Referring to the drawings, 1 designates a track, and 2 a lever-car of ordinary construction. Secured to the rear end of the car 2 is a yoke 3, through which is disposed a pin 4, passing through the framework of the car.

A V-shaped frame 5 is disposed with its end between the yoke 3 and the framework of the car, so as to permit the passage of the pin 4 to form a pivotal connection, which pin is readily movable, so that the device may be detached from the car. Disposed on the lower ends of the V-shaped frame are upwardly and forwardly extending arms 6, preferably of angle-iron construction. The lower ends of the arms 6 and the lower end of the frame 5 have disposed therethrough yokes 7, having on their ends the nuts 8, by

means of which the frame 5 and arms 6 are secured to the axle 9.

Disposed on the axle 9 on each side of the track 1 are disks 10, and rotatably disposed on the axle 9 between the disks are rollers 11, approximately of the same width as the tread of the rails forming the track 1. Disposed on the axle 9 on both sides of the disks 10 are collars 12, adapted to be held in position by means of set-screws 13, by means of which construction the disks may be adjustably held on the axle 9 to be used in connection with tracks of various gages.

Carried by the upper ends of the arms 6 is a spirit-level 14, by means of which variations of the level of the track may be indicated.

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

1. In a device of the character described, the combination comprising a frame, an axle carried by the frame, a pair of disks disposed on each end of the axle and arranged to lie on opposite sides of the rails of a railway-track, rotatable members on the axle between each pair of disks, and means for fixing the disks at a plurality of points on the axle.

2. In a device of the character described, the combination comprising a frame, an axle carried by the frame, disks disposed on the axle, movable collars disposed on each side of the disks, and rollers disposed intermediate of the disks.

3. In a device of the character described, the combination comprising a frame, arms carried by the frame, an axle, means for securing the axle to the frame, gage-disks carried by the axle, means for spacing the disks apart so as to lie on each side of the rails of a railway-track, and means carried by said arms adapted to indicate the level of a track.

4. In a device of the character described, the combination comprising a frame, arms carried by the frame, an axle, a yoke disposed beneath the axle and extending through the frame and said arms, nuts on the yoke adapted to secure the arms to the frame and the frame to the axle, a spirit-level carried by the arms, and gage-indicating means carried by the axle.

5. In a device of the character described, in combination with a wheeled car, a yoke carried by the car, a V-shaped frame disposed adjacent the yoke, a removable pin disposed through a portion of the car, the V-shaped frame and the yoke and adapted to form a pivotal connection between the frame and the car, an axle carried by the frame,

gages carried by the axle, and a level supported by the frame.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

LOUIS BARCELOUX.

Witnesses:

J. A. CARTIER,

L. C. BOUCHEIF.