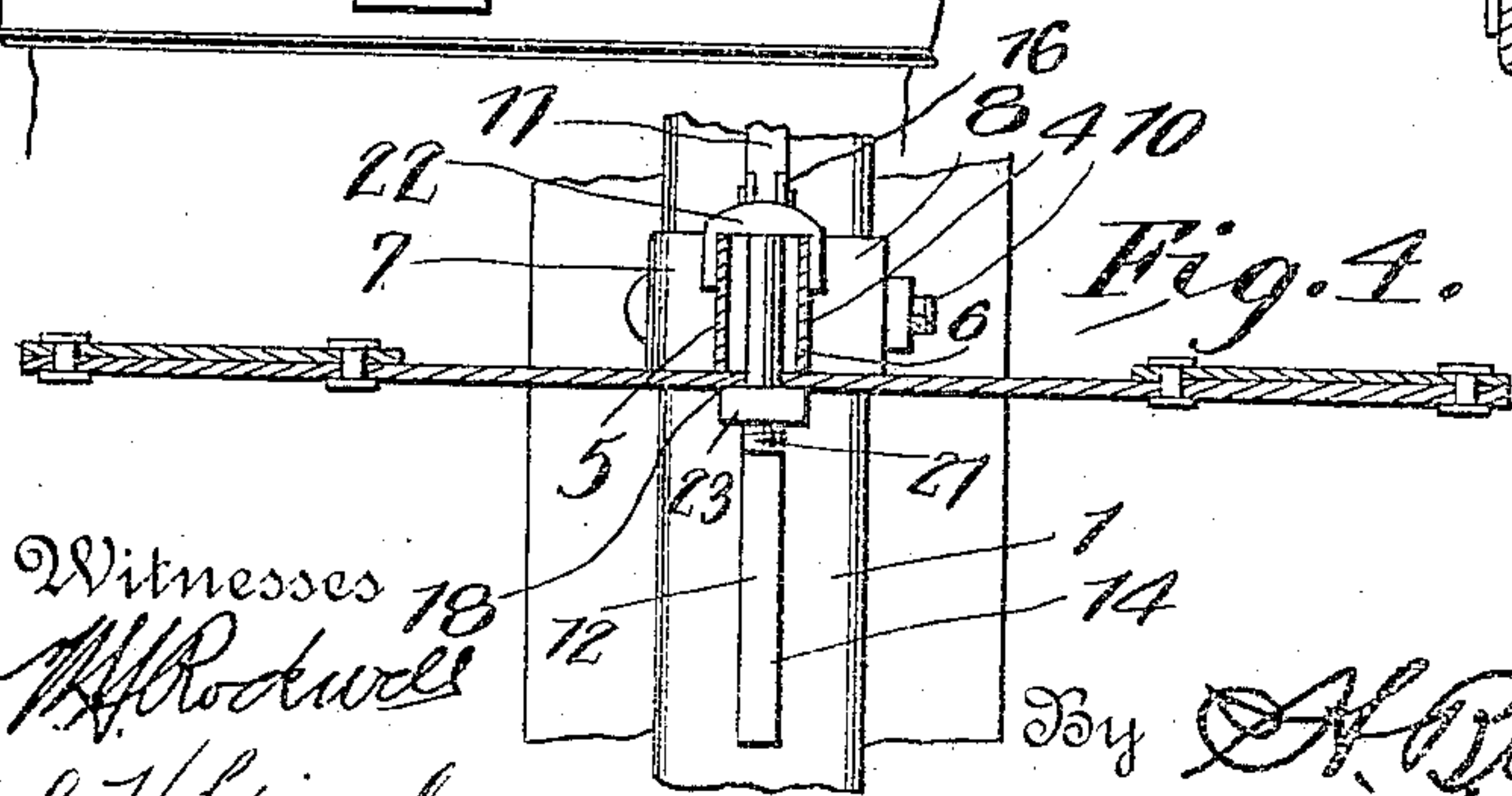
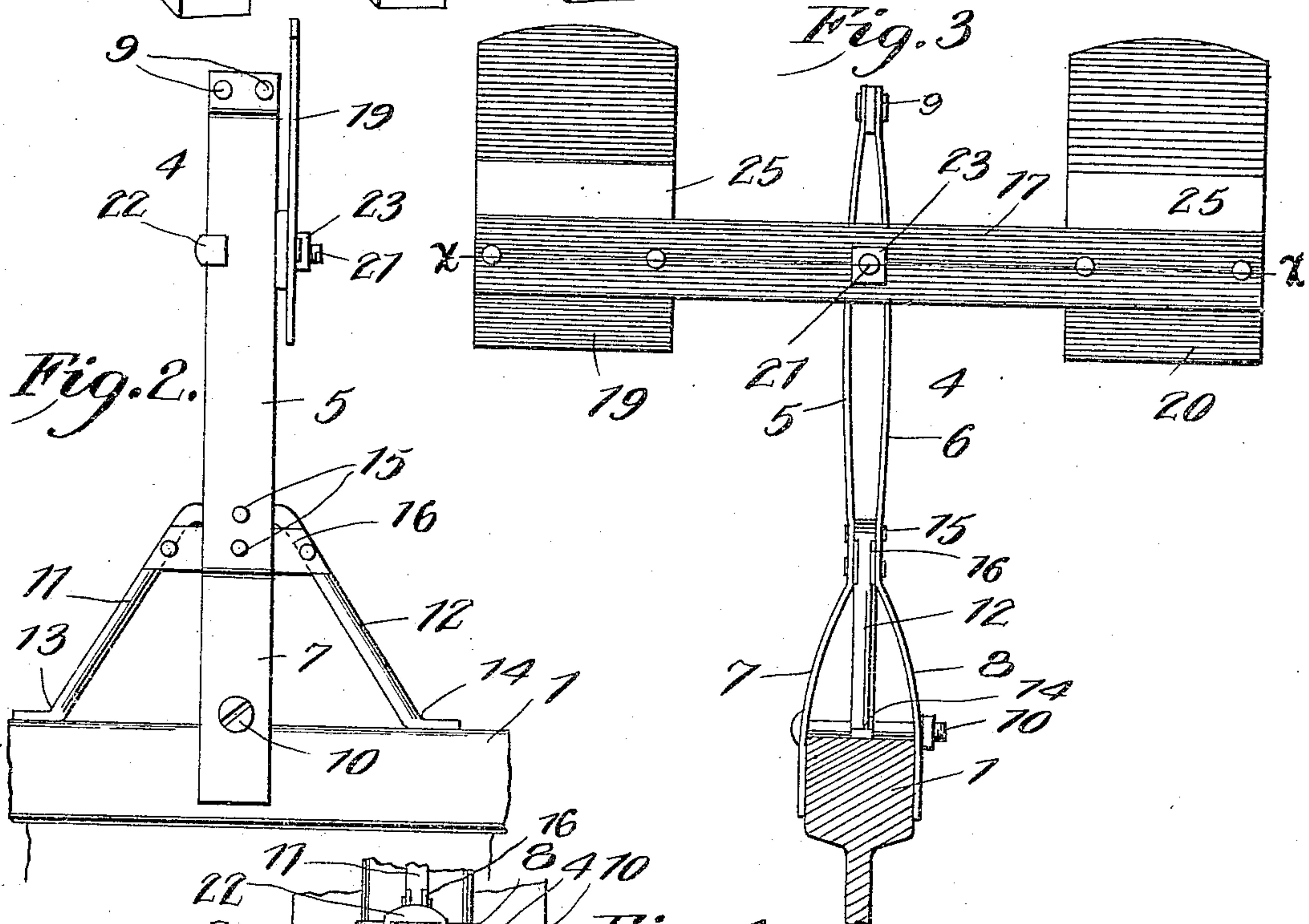
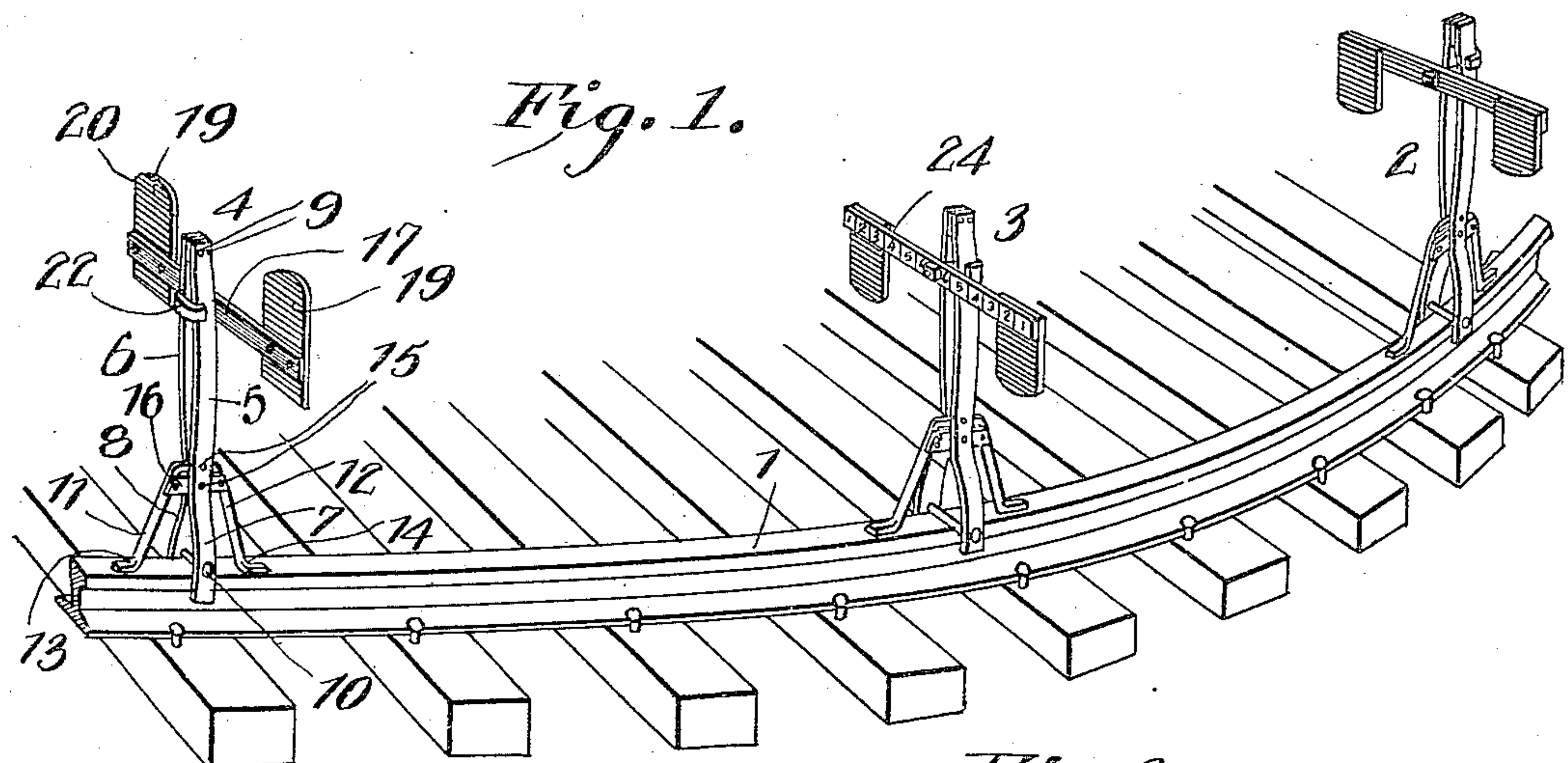


A. BARNHARD.
RAILWAY LINING BLOCK.
APPLICATION FILED OCT. 22, 1908.

943,295.

Patented Dec. 14, 1909.



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UNITED STATES PATENT OFFICE.

ADOLPH BARNHARD, OF SHERWOOD, OHIO.

RAILWAY LINING-BLOCK.

943,295.

Specification of Letters Patent.

Patented Dec. 14, 1909.

Application filed October 22, 1908. Serial No. 459,023.

To all whom it may concern:

Be it known that I, ADOLPH BARNHARD, a citizen of the United States, residing at Sherwood, in the county of Defiance and State of Ohio, have invented certain new and useful Improvements in Railway Lining-Blocks; and I do declare the following to be 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.

This invention relates to improvements in track lining gages or blocks and has for its object the production of a block which may be readily secured upon a railroad track in a manner to prevent any movement while secured thereon.

Another object of the invention is the production of a track lining gage or block having an adjustable stand provided with forwardly and rearwardly extending supporting legs.

A still further object of the invention is the production of a track lining block or gage comprising self-balancing flag arms and a bolt formed with a U-shaped clip for adjustably securing the arms to a supporting standard provided with forwardly and rearwardly extending legs adapted to rest on the upper surface of a railway track.

With these and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a perspective view showing the application of my invention on a railroad rail; Fig. 2 is a side elevation of a stand on an enlarged scale; Fig. 3 is a front elevation thereof; and Fig. 4 is a horizontal sectional view taken on line X—X of Fig. 3.

In the drawings which are prepared for illustrative purposes only and consequently not drawn to scale, numeral 1 designates a railroad track and 2 the foreman's block, 3 a jack or lining block, and 4 a sighting block. Each of the blocks is provided with a flag supporting stand which comprises clamping legs 5 and 6 which are bent at 7 and 8 in opposite directions and secured at their upper ends by rivets 9. The lower ends of the legs 5 and 6 are adapted to embrace the opposite sides of the tread portion or head of the railroad rail to which they are se-

cured by means of a clamping bolt 10 which extends through said legs. A pair of legs 11 and 12 having their ends 13 and 14 disposed on a horizontal plane are secured to the legs 5 and 6 by rivets 15 and by a brace 16 which has its ends riveted to the legs 11 and 12. The legs 11 and 12 are adapted to extend forwardly and rearwardly of the legs 5 and 6 and the bent ends 13 and 14 are adapted to rest on the upper surface of a railroad rail. When the legs 5 and 6 are clamped to a railroad rail by means of the clamping bolt 10, the legs 11 and 12 will prevent any lateral movement of the stand upon the rail.

Each of the block stands carry self-balancing flag arms 17 which are formed with centrally disposed openings 18 carrying end flags 19 and 20. The flag arms 17 are provided with levels, and are secured to the legs 5 and 6 by a clamping bolt 21 which is formed with a U-shaped clip 22 adapted to engage the edges of the legs 5 and 6. The legs 5 and 6 are preferably bowed at their upper ends in opposite directions so that tension is exerted against the clip 22 thereby preventing the bolt 21 carrying one of the flag arms from sliding on the legs 5 and 6 should the securing nut 23 which is threaded to the bolt 21 become loosened.

The flag arms of the foreman's block 2 are preferably painted black and the flags of said arm are arranged to project downwardly therefrom. The flag arm of the lining gage 3 is provided with scale markings 24 which read from the opposite ends of said arm toward the center thereof, and said arm is preferably painted white, while the flags carried thereon are painted black and arranged to project downwardly therefrom. The sighting block 4 is provided with a flag arm which is painted black and upwardly projecting flags which have their outer ends painted black and are provided with white colored strips 25 which are centrally positioned thereon.

When it is desired to line a curve, the foreman's block and the sighting block are arranged at distant points on a railroad rail and the lining gage or jack block is secured at an intermediate point thereon. The degree of the curve is calculated by the number of inches the lining gage or jack block projects laterally beyond the line of sight of the foreman's block and the sighting block. When it is desired to take out sags to level a

hollow, the foreman's block and the sighting block are positioned on a true surface of the railroad rail at distant points and the lining gage or jack block is successively moved to
5 different points in the hollow or sag and observations taken of the differences, said jack block projects out of the line of sight between the foreman's gage and the sighting gage. When it is desired to surface an elevated curved section of the track, an opposite
10 arrangement of the various blocks is made.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the
15 invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportions and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of
20 this invention as defined in the appended claim.

Having thus described and ascertained the nature of my invention, what I claim as new
25 and desire to secure by Letters-Patent is:

A track lining gage or block comprising a pair of laterally spaced supporting legs each made from a separate piece of metal, said legs having bowed upper portions and

outwardly bent lower ends adapted to receive the tread portion of a track rail, means
30 for clamping the lower ends of the supporting legs against opposite faces of the track rail, a supporting bolt extending through the upper bowed ends of the supporting legs and
35 provided with a U-shaped clip to receive same, with its side portions fitting against the outer faces thereof, a flag supporting arm mounted upon the bolt body, a nut
40 screwing upon said bolt against the flag arm, and rearwardly and forwardly extending legs secured to the lower ends of the supporting legs and provided at their lower ends
45 with outwardly bent portions to rest upon the track rails, the upper ends of the main supporting legs being bowed outwardly in opposite directions in order to exert pressure upon the head of the pivot bolt by self
50 expansion, whereby said bolt will be retained in position and will not become loose.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

ADOLPH BARNHARD.

Witnesses:

HENRY G. ROCK,
EDWARD BRINCK.