Sept. 21, 1937. L. J. BALDWIN 2,093,949

TRACK SURFACING DEVICE

Original Filed March 6, 1935

Fig. 1.

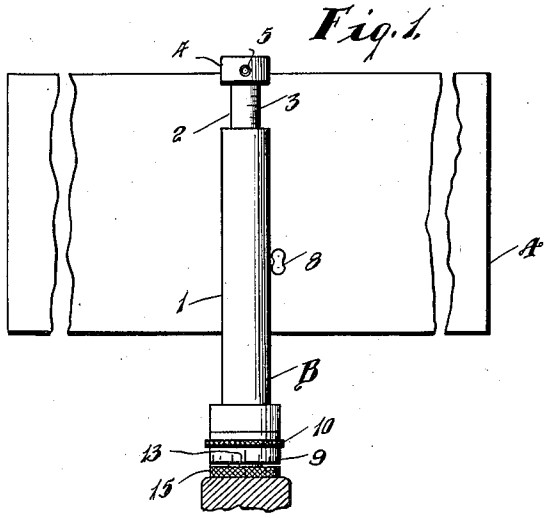


Fig. 2.

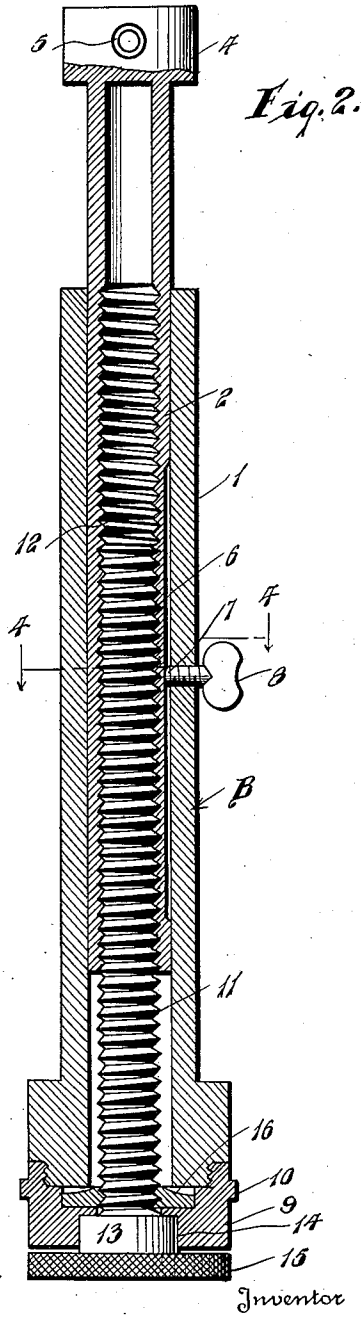


Fig. 5.

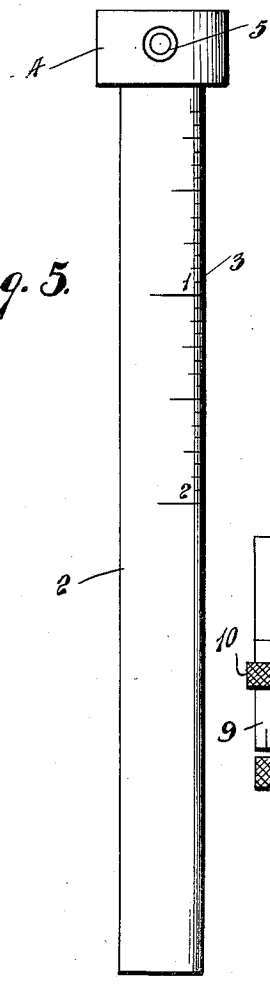
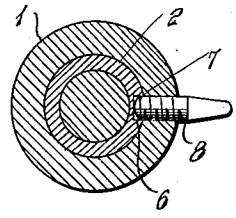


Fig. 4.



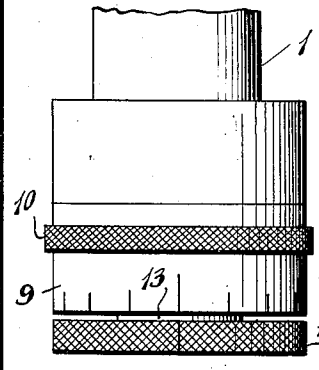


Fig. 3.

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Patented Sept. 21, 1937 2,093,949

UNITED STATES PATENT OFFICE

2,093,949

TRACK SURFACING DEVICE

Leonard J. Baldwin, Pekin, Ill., assignor of one-half to Walter G. Cunningham, Pekin, Ill.

Substitute for application Serial No. 9,682, March 6, 1935. This application January 28, 1937, Serial No. 122,879

3 Claims. (Cl. 33—60)

This invention relates to new and useful improvements in railway track surfacing devices, substantially as disclosed in my abandoned application, filed March 6, 1935, Ser. No. 9,682, for which this application is a substitute.

One object of my invention is to provide a novel device which may be used in connection with the usual spot board, to facilitate the proper laying and leveling of the track rails.

A further object of my invention is to provide a device of this kind whereby the track rails may be laid perfectly with respect to the guide stakes, by accurate computation, thus eliminating guess work and flat places in a vertical curve.

A still further object of my invention is to provide a railway track surfacing device which will give the correct elevation at a glance, thus saving in time and labor, and eliminating the necessity of re-laying the track in frequent cases, because of faulty or inaccurate work.

With the foregoing and other objects in view that will appear as the nature of my invention is better understood, the same consist in the novel features of construction, combination and arrangement of parts illustrated in the accompanying drawing and more particularly pointed out in the appended claims.

In the accompanying drawing, which is for illustrative purposes only and is therefore not drawn to scale:

Figure 1 is a front elevation, illustrating the application of my invention.

Figure 2 is an enlarged vertical longitudinal section, with the spot board omitted.

Figure 3 is a detail fragmentary view of the lower end of the device.

Figure 4 is a horizontal section, taken on line 4—4 of Figure 2 and Figure 5 is an enlarged detail elevation of the plunger.

Referring to the drawing for a more particular description of my invention. and in which drawing like parts are designated by like reference characters throughout the several views, A designates the spot board, which may be of any ordinary or preferred construction, and B my improved railway track surfacing device, as a whole. Specifically, my invention comprises a hollow cylindrical casing 1, in which is mounted the hollow interiorly threaded reciprocating plunger 2. The upper end of the plunger 2 is marked off or graduated, as at 3, to facilitate accurate computations in laying and leveling the railway track rails, and extends above the corresponding end of the casing 1. The extreme upper end of the plunger terminates in an enlarged cylindrical head 4, which is formed with a central transverse peep sight or opening 5. The outer surface of the plunger is provided with a longitudinal groove 6 engaged by the inner end 7 of the set screw 8, to prevent relative turning movement of the casing and plunger. The set screw 8 also holds the plunger in adjusted position, as desired.

The lower end of the casing 1 has screw threaded engagement with the cylindrical base 9, having an annular exterior knurled flange 10, and an actuating screw 11 has screw threaded engagement with the interiorly threaded inner surface 12 of the plunger 2. The actuating screw 11 is formed at its lower end with a cylindrical head 13 which works in a corresponding recess 14 in the base 9. The head 13 is provided below the base 9, with an annular knurled flange 15, the purpose of which will be apparent. A threaded washer 16 is situated between the lower end of the casing 1 and base 9.

In practice, the plunger 2 is raised or lowered by means of the actuating screw 11, according to whether there is an elevation or depression, to position the peep sight or opening 5 in registration with the upper edge of the spot board.

From the foregoing description taken in connection with the drawing, it is thought that the construction, operation and advantages of my invention will be readily understood without requiring a more extended explanation.

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

1. In a railway track surfacing device, a hollow cylindrical casing, a hollow interiorly threaded plunger, mounted to reciprocate in said cylinder, means to hold the casing and plunger against relative rotary movement and whereby the latter may be secured in any adjusted position in the casing, and manually operated means for adjusting the plunger in the casing.

2. In a railway track surfacing device, a hollow cylindrical casing, a hollow interiorly threaded plunger mounted to reciprocate up and down in said casing, said plunger having an upper graduated portion and terminating at its extreme upper end in a cylindrical head formed with a transverse sight opening, means to hold the casing and plunger against relative rotary movement, and an adjusting screw extending through the lower end of the casing and having screw threaded engagement with the plunger, whereby the latter may be adjusted in the casing.

3. In a railway track surfacing device, a hollow cylindrical casing, a hollow interiorly threaded plunger mounted to reciprocate up and down in the casing, said plunger formed in its outer surface with a longitudinal groove and having a graduated upper end portion extending above the corresponding end of the casing and terminating in a cylindrical head formed with a central transverse sight opening, a set screw carried by the casing and having engagement with the longitudinal groove of the plunger and a washer between the bottom of the casing and the base.

LEONARD J. BALDWIN.