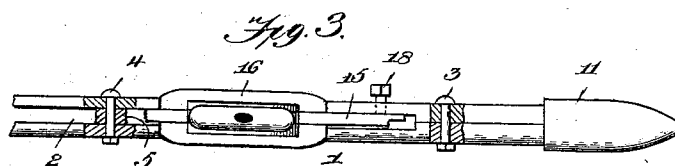
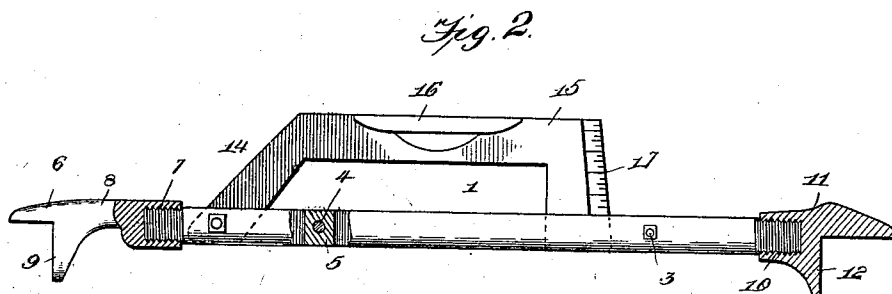
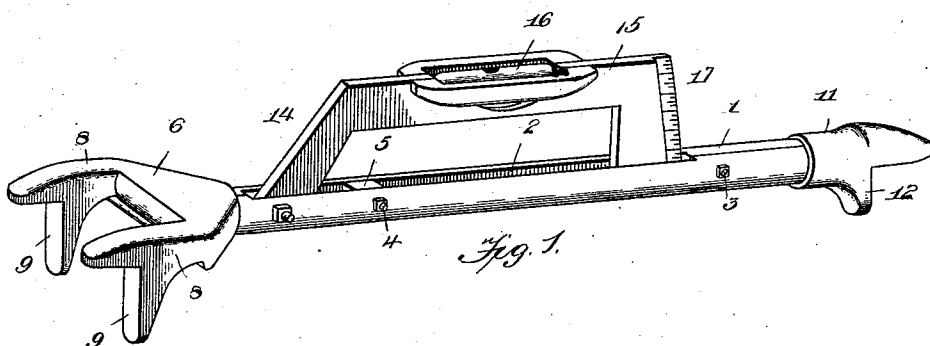


(No Model.)

W. R. PAYNE & W. W. JETER.
TRACK GAGE.

No. 555,525.

Patented Mar. 3, 1896.



Inventors

Witnesses

John C. Shaw
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UNITED STATES PATENT OFFICE.

WILLIAM ROBERT PAYNE AND WILLIE WINFREE JETER, OF POCAHONTAS,
VIRGINIA.

TRACK-GAGE.

SPECIFICATION forming part of Letters Patent No. 555,525, dated March 3, 1896.

Application filed July 2, 1895. Serial No. 554,748. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM ROBERT PAYNE and WILLIE WINFREE JETER, citizens of the United States, residing at Pocahontas, in the county of Tazewell and State of Virginia, have invented a new and useful Railroad-Track Gage and Level, of which the following is a specification.

Our invention relates to a track gage and level, and has for its object to provide a simple and efficient device for adjusting the relative positions of railway-track rails, particularly upon curves, in order to secure the proper depression of the inner rail of the curve.

Further objects and advantages of this invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claims.

In the drawings, Figure 1 is a perspective view of a gage constructed in accordance with our invention. Fig. 2 is a side view, partly in section, of the same. Fig. 3 is a partial plan view broken away to show the connection between the members of the bar.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a cross-sectionally round rod or bar, which is split longitudinally to form parallel members, the inner surfaces of which are flat and are cut away to form a longitudinal slot 2, said members being secured together by means of bolts 3 and 4, which extend transversely therethrough, the bolt 4 also extending through a washer or spacing-block 5 at an intermediate part of the slot. Attached to one end of the bar is a pronged head 6 having a socket 7 for the reception of the extremity of the bar, and parallel arms 8 provided with depending spaced studs 9 to bear against the side of the tread of the outer rail of a curve, the extremities of the arms 8 resting upon the tread. Attached to the other end of the bar by means of a socket 10 is a head 11 having a single prong or arm adapted to rest upon the tread of the inner rail of a curve and provided with a depending stud 12 to bear against the side of the tread.

The spaced studs 9 insure the arrangement of the gage, when in use, upon or coincident with the radius of the curve.

Pivotaly mounted at one end in the slot of the bar upon a bolt 13 is a gage 14 having an angular arm 15, which extends above the plane of the bar 1 and carries a spirit-level 16 and a depending scale-arm 17, fitting at its extremity in the slot 2 and having graduations to indicate depression of the inner head 11.

A set-screw 18 is employed to lock the gage at the desired adjustment to secure the necessary depression of the inner rail of a curve.

From the above description it will be seen that the device is simple in construction and may be readily adjusted to form a level for laying rails of a straight track and for indicating the desired depression of the inner rail on a curve, the open or angular construction of the arm 14 adapting it to serve as a handle in manipulating the gage.

It will be seen that the sockets of the heads, by fitting upon the extremities of the bar, secure the extremities of the half-round sections thereof together.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having described our invention, what we claim is—

1. A railway-track gage and level having a slotted bar terminating in heads provided with studs to bear against the inner surfaces of the rails, the inner and outer heads having, respectively, one and two studs, a gage pivotaly mounted at one end in the slot and having an angular or cut-away arm 14 terminating at its free end in a depending scale-arm operating in the opposite end of the slot, said arm forming a handle or grip whereby the gage may be moved, a spirit-level carried by the gage, and means for securing the gage at the desired adjustment, substantially as specified.

2. A railway-track gage and level having a sectional bar, comprising twin half-round sections which are cut away at their inner

flat sides to form a longitudinal slot 2 and are
secured together at intermediate points by
transverse fastening devices, heads provided
with sockets fitted upon the extremities of
5 the bar and having lugs to bear against the
inner surfaces of the rails, said sockets se-
curing the extremities of the sections together,
a gage pivotally mounted at one end in the
slot and provided at its free end with a scale-
10 arm operating in the slot, a spirit-level car-
ried by the gage, and means for securing the

gage at the desired adjustment, substantially
as specified.

In testimony that we claim the foregoing as
our own we have hereto affixed our signatures 15
in the presence of two witnesses.

WILLIAM ROBERT PAYNE.
WILLIE WINFREE JETER.

Witnesses:

S. COHEN,
JAS. A. PAINTER.