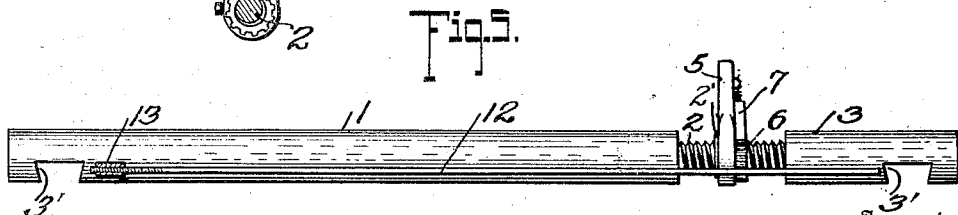
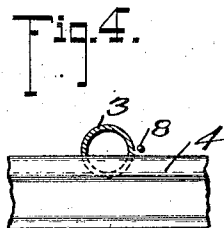
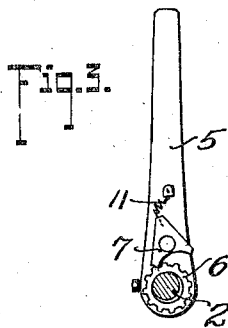
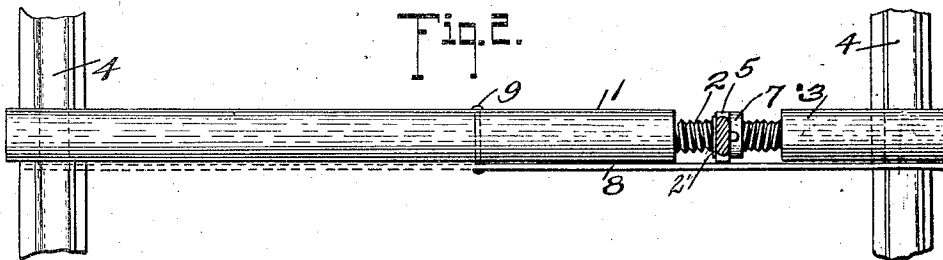
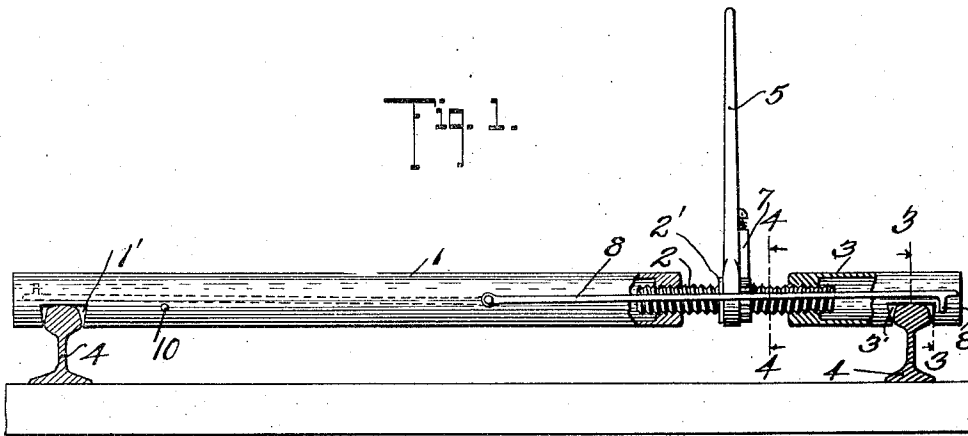


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 TRACK ADJUSTER AND GAGE.
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1,053,831.

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TRACK ADJUSTER AND GAGE.

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Specification of Letters Patent.

Patented Feb. 18, 1913.

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To all whom it may concern:

Be it known that I, WILLIAM C. KLIBER, a citizen of the United States, residing at Federalburg, in the county of Caroline and State of Maryland, have invented certain new and useful Improvements in Track Adjusters and Gages, of which the following is a specification.

This invention relates to improvements in combined track adjuster and gages, the object in view being to provide a simple, light, yet strong device particularly adapted for use in properly adjusting railway tracks, and embodying a gage member which, by cooperation with the rail, readily determines the proper adjustment.

It is well known that "section" work on railway tracks in most instances must be taken care of by a gang of men who are required to use a number of heavy tools for the repairing and adjusting constantly necessary. Among the necessary implements in common use in this work is the crowbar which is extremely heavy, and while it is possible to obtain results with the same, it requires other laborers than the operator to fix the rails at their adjusted positions while the crowbar is being held. It has, therefore, been my aim to devise an implement which may readily be operated by a single laborer and being light in construction will best serve the purposes for which it is desired, in an advantageous manner, effecting considerable saving in labor, as will be obvious.

For a full understanding of the present invention, reference is to be had to the following description and the accompanying drawings, in which—

Figure 1 is a side elevation of a device constructed in accordance with my invention, partly broken away to more clearly show the details of construction; Fig. 2 is a top plan view; Fig. 3 is a transverse sectional view on the line 4-4 of Fig. 1; Fig. 4 is a similar section taken about on the line 3-3 of the same figure; and Fig. 5 is a view in elevation showing a slightly modified form of gage member.

Throughout the following detail description and on the several figures of the drawings, similar parts are referred to by like reference characters.

Referring to the drawing and specifically describing the invention, 1 denotes the main

portion or member of the bar, one end of which is provided with screw threads to receive one end of the screw rod 2. Since the element of weight is a factor for consideration, the member 1 is preferably hollow or tubular, as is also the relatively movable member or portion 3 of the bar, into one end of which is received the other extremity of the screw rod 2, said rod being provided with right and left hand threads, as will hereinafter be more fully described. The opposite end portion of the member 1 is provided with a transverse slot or is cut out to form a jaw, as designated at 1' and in like manner the member 3 is formed with the jaw 3', into which jaws are adapted to be received the rails 4 to be adjusted. It will be understood that in applying the device, the jaw 1' is inserted on one of the rails and where, for instance, the other rail is spread the relatively movable member 3 is screwed out until the jaw 3' engages thereover. On the central or non-threaded portion of the screw rod 2, which is formed on one side with a flange 2', is loosely mounted the hand lever 5, adjacent to the other side of which lever is secured on the non-threaded portion a toothed wheel 6. Pivotaly mounted on said lever 5 is a double pawl of somewhat A-shape, and one of the heels of this pawl engages in the toothed wheel 6 at one side thereof so that when the lever 5 is moved back and forth the screw rod 2 will be turned in one direction, according to the side of the toothed wheel engaged by the pawl. It follows that to draw the spread rail above mentioned in proper position, the lever is operated back and forth to bring the members 1 and 3 toward each other. To accomplish, in a simple manner, the positive adjustment of these rails to the standard width, I provide a gage member 8 which may be pivoted at one end on the pin 9 passing through the member 1 at a suitable point intermediate the length of the latter. Normally this gage rod lies in the position shown in dotted lines in Fig. 1, being supported in such position on the lug 10 which projects from the side of the member 1. When the distance between the rails has been approximated, the gage 8 is swung over until the lateral projection 8', formed on its free end, rests upon the rail 4 which is to be drawn into position. As soon as this projection drops over the ball of the

rail proper adjustment has been reached and it may then be secured in position at will. Where the rails need separating the pawl 7 is moved on its pivot to engage its other heel with the other side of the wheel 6 and movement of the lever 5 will reverse the direction of movement of the members 1 and 2 above described.

To hold the pawl 7 in positive engagement with the toothed wheel 6, I provide a compression spring 11 secured at one end to the lever 5 and at its other end to the topmost portion of said pawl.

In Fig. 5 I have shown a modified form of gage member which comprises a suitable length rod 12, one end of which is threaded and adapted to be screwed into a threaded lug or projection 13 formed on one side of the member 1. It is contemplated in this construction that the rod 12 will extend along the adjuster bar and its end portion will contact with the inner side of the rail when it has been properly adjusted to the desired position. The threading of the rod 12 will permit the same to be regulated according to the proper distance required between the rails and this particular form of mounting of the gage member permits it to be readily removed from the adjuster bar when it is not desired to use the same. It will be obvious, of course, that the member 3 of the adjuster may be provided with a mark thereon to indicate when the proper adjustment has been reached instead of permitting the end of the rod 12 to abut against the rail, as above described.

Having thus described the invention, what is claimed as new is:

1. In a device of the class described, comprising an adjuster consisting of bar members, a threaded member connected with said members, means for operating said threaded member to draw together or separate the bar members aforesaid, and rail engaging means carried by one of said bar members for determining the proper adjustment of the track.

2. In a device of the class described, comprising a track adjuster consisting of bar members adapted to be engaged with the rails, a threaded member connected with the bar members, means for operating said

threaded member to draw together or separate the bar members aforesaid, and a gage member movably mounted upon one of said bar members and adapted to engage with a rail to determine the proper adjustment thereof.

3. A track adjuster comprising bar members, a screw rod connecting said members, means for operating the screw rod to draw together or separate the bar members, and a gage member pivotally mounted on one of said members and adapted to be swung into cooperation with a rail to determine the proper adjustment thereof.

4. A track adjuster comprising tubular sections, each section having a slot therein for engagement with the track, a screw rod connecting said sections, a lever mounted on the screw rod for operating the same to draw together or separate the sections, and a gage rod pivotally mounted on one of said sections and normally supported at its free end by said section, the gage rod being adapted to be swung into cooperation with a rail to determine the proper adjustment thereof.

5. A track adjuster comprising tubular sections, each section having a slot near its outer end portion to receive the rails, a lug projecting from one of said sections, a screw rod having oppositely threaded end portions adapted to be screwed into the adjacent ends of the sections aforesaid, an operating lever loosely mounted on the non-threaded portion of the screw rod, a toothed wheel secured to the screw rod adjacent the lever aforesaid, a pawl pivotally mounted on the lever and adapted to engage with the toothed wheel to reverse the direction of movement of the screw rod, and a gage rod pivotally mounted on one of the sections aforesaid and normally supported by said lug, said gage member having a lateral extension on its free end adapted to cooperate with a rail to determine the proper adjustment thereof.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM C. KLIBER.

Witnesses:

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HARVEY D. WILLIAMS.