

J. DOBBINS.
 TRACK GAGE.
 APPLICATION FILED MAR. 21, 1911.

1,003,886.

Patented Sept. 19, 1911.

Fig. 1.

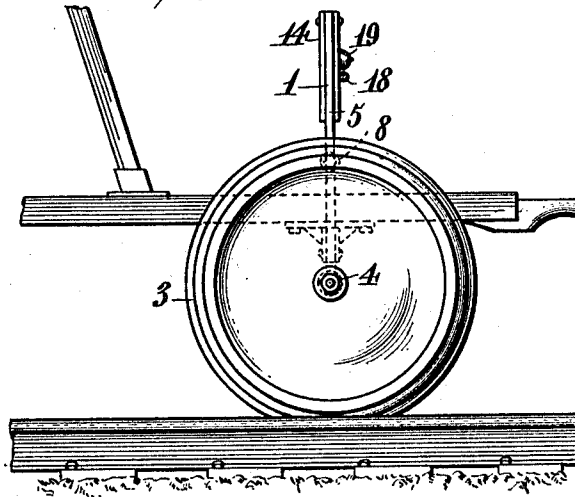
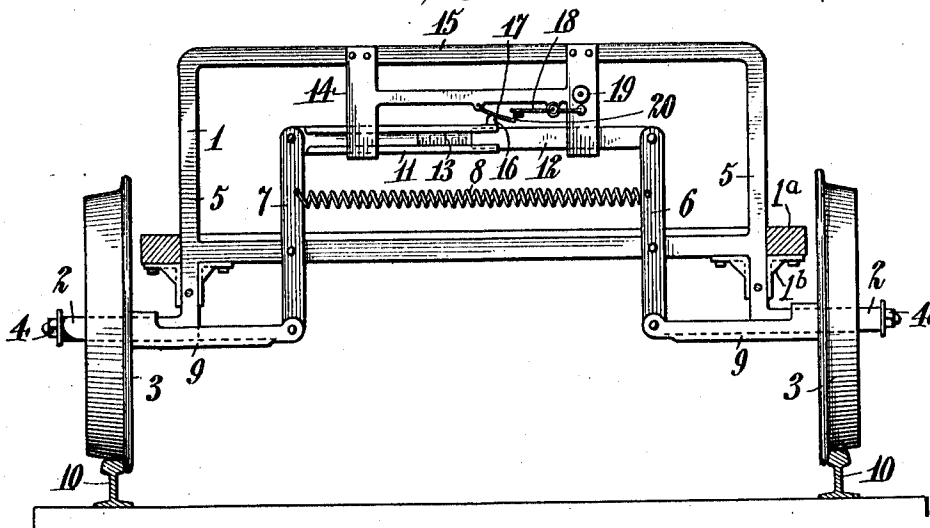


Fig. 2.



Inventor,

James Dobbins.

Witnesses:

Christ Feinle, Jr.,
Edwards

By *Victor J. Evans,*
 Attorney.

UNITED STATES PATENT OFFICE.

JAMES DOBBINS, OF FARMINGTON, MISSOURI.

TRACK-GAGE.

1,003,886.

Specification of Letters Patent.

Patented Sept. 19, 1911.

Application filed March 21, 1911. Serial No. 615,924.

To all whom it may concern:

Be it known that I, JAMES DOBBINS, a citizen of the United States, residing at Farmington, in the county of St. Francois and State of Missouri, have invented new and useful Improvements in Track-Gages, of which the following is a specification.

This invention relates to track gages and the object of the invention is the provision of an improved track gage which may be conveniently attached to a hand car or track tricycle and which will show the degree of separation or contraction of the rails and which will automatically signal the operator when the tracks are spread to the danger point.

Further objects of the invention will appear as the following specific description is read in connection with the accompanying drawings, which form a part of this application, and in which:—

Figure 1 is a side elevation showing the device attached to the front of a hand car. Fig. 2 is a front elevation thereof.

Referring more particularly to the drawing, 1 represents a substantially U-shaped frame which is secured to the front portion of a hand car or track tricycle, in any suitable manner but preferably by attaching the side bars 1^a of the hand car to suitable brackets 1^b carried by the frame. The terminals of the legs of the frame are bent at right angles to form axles 2 upon which the gage wheels 3 are journaled. These axles are of such length as to give the wheels considerable lateral movement thereon and have limiting nuts 4 upon their outer ends.

Pivoted to each leg 5 of the frame are levers 6 and 7 which have their upper ends connected together by a spring 8 and at their lower ends are pivotally connected to sleeves 9 which surround the axles 2 between the legs 5 and the wheels 3, the spring normally acting to press the flanges of the wheels against the rails 10. Pivotally connected to the upper ends of the levers 6 are gage bars 11 and 12, the former of which is provided with inwardly extend-

ing flanges which receive the bar 12 and which is provided with graduation marks 13 adapted to coact with the end of the bar 12 to indicate the separation of the rails, as will be hereinafter described. These bars 11 and 12 operate within the frame 14 suspended from the yoke portion 15 of the frame and the bar 11 has mounted upon its outer end a tripping dog 16 adapted to engage the lower end of a tripping lever 17 which is pivoted to the frame and which has its upper end arranged in the path of a spring operated clapper 18. This clapper is arranged to engage a bell 19 when the trip lever 17 is released from clapper. The tripping lever 17 is provided with an offset 20 so as to permit the tripping lever to drop and release the clapper, whereby this spring will carry it into engagement with the bell 19. The outer end of the tripping dog 16 is preferably rounded, as shown, so that when the bar 11 is returned to normal the tripping lever will ride up thereon and assume its normal position.

In the operation of the device the spring 8 normally keeps the flange of the wheels 3 in engagement with the inner side of the heads of the rails, and, as these rails widen, the arms 11 and 12 operate over each other and show upon the scale 13 the degree of separation. The dog 16 operates in the path to engage beneath the tripping lever 17. When the tracks are separated to a point where there is danger of the wheels of a train slipping off, the dog 16 passes the offset 20 in the tripping lever and allows it to drop, thus releasing the tension it has placed upon the clapper spring and permitting the clapper to engage the bell.

Having thus described the invention, what I claim as new is:—

In combination, a track vehicle body, a substantially U-shaped frame secured thereto, axles connected to said frame, track wheels rotatably and slidably mounted upon said axles, sleeves slidably mounted upon the axles between the frame and the

wheels, upright levers for operating said sleeves, a spring connecting the upper ends of the levers for normally forcing the sleeves apart, coacting arms carried by the
5 upper ends of the lever, one of said arms having a scale thereon and the other arm adapted to operate over the scale and form a pointer, a gong, a clapper therefor, and

a tripping lever controlled by one of said arms for operating the clapper. 10

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

JAMES DOBBINS.

Witnesses:

W. C. HARRIS,

E. W. GRANT.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."