

(No Model.)

E. E. BUCHWALD.
RAILWAY TRACK GAGE.

No. 479,552.

Patented July 26, 1892.

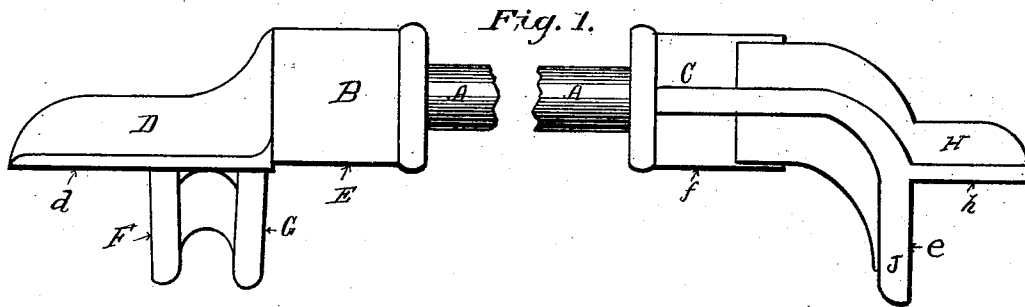


Fig. 2.

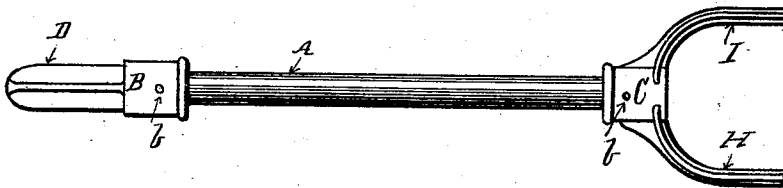
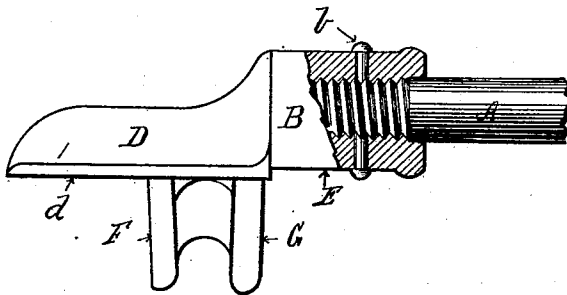


Fig. 3.



WITNESSES
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RAILWAY-TRACK GAGE.

SPECIFICATION forming part of Letters Patent No. 479,552, dated July 26, 1892.

Application filed January 9, 1892. Serial No. 417,592. (No model.)

To all whom it may concern:

Be it known that I, ELMER E. BUCHWALD, a citizen of the United States, residing at Erie, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Track Gages; and I do hereby 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, forming part of this specification.

My invention consists in the improvements in railway-track gages hereinafter set forth and explained, and illustrated in the accompanying drawings, in which—

Figure 1 is a side view in elevation of my improved railway-track gage, the central part thereof being broken away. Fig. 2 is a top or plan view of my improved railway-track gage. Fig. 3 is a side elevation of one end of same, partly in section.

Like letters refer to like parts in all of the figures.

The object of my invention is to construct a railway-track gage that will operate equally as well in laying switch-tracks and guard-rails as in laying single tracks having no other tracks or rails between them, avoiding thereby the difficulties now experienced in laying switch-tracks and other tracks running diagonally between or across the tracks.

In the construction of my improved railway-track gage, A is a connecting-bar, preferably made of iron pipe, the ends of which pipe are screw-threaded and screwed into screw-threaded sleeves or collars on the gage-heads B and C, where they are firmly secured by means of rivets *b b* passing through said sleeves or collars and the ends of the pipe screwed therein, as illustrated by the sectional view, Fig. 3. The gage-head B is provided with a single horizontal arm D, the under face *d* of which is adapted to rest upon the rail and is on a horizontal line with or slightly below the lower side E of the gage-head B. Projecting downward from the face *d* are two arms or lugs F and G, the lug F being adapted to engage with the inside of the rail and the lug G with the face of a guard-rail, the distance of the outer face of the lug

F from the outer face of the lug G being the proper distance between a main and guard rail, so that both the main and guard rail can be properly gaged at the same time when desired. The gage-head C is provided with two horizontal curved arms H and I, the under faces of which are on a horizontal plane with or slightly below the lower side *f* of the sleeve or collar on the gage-head C, and are adapted to rest upon a railway-rail, the two arms H and I operating to prevent the gage from tipping over sidewise. Projecting downward from the faces *h h* of the arms H and I are lugs J J, the outside faces *e e* of which are adapted to engage with the inside face of a railway-rail, so that when the faces *e e* of both of the legs J J are in contact with the inside surface of the rail the gage will be at right angles therewith. The gage-head B is provided with a single horizontal arm D, the under face *d* of which is adapted to rest upon a railway-rail, and is on a horizontal plane with or slightly below the lower side E of the sleeve or collar on the gage-head B, and projecting downward from the face *d* of the arm D is a double-faced lug F G, the outer face of which is adapted to engage with the inside of a railway-rail and the inner face G of which is adapted to engage with the outer face of a guard-rail, the distance between the faces F and G being the proper distance between the main and guard rail, so that the main rails and the guard-rail may be properly gaged at the same time when desired. Thus when the faces *d* of the arm D and the faces *h* of the arms H I rest upon the tops of rails the gage-heads B and C and the connecting-bar A will not contact with intermediate rails so as to affect the accuracy of the gage; but it can be used under such circumstances with the same facility as gages are now used when there are no intermediate rails.

Having thus fully described my invention so as to enable others to construct and use the same, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The combination, in a railway-track gage, of gage-heads, as B and C, connected together by means of a section of pipe screwed into sleeves or collars on said gage-heads, horizontal arms, as D and H I, on said gage-heads,

the bearing-surfaces *d* and *h h* of which are on a horizontal line with or slightly below the sleeves or collars on the gage-heads, with a double-faced lug *F G* projecting downwardly
5 from the face *d* of the horizontal arm *D*, and lugs *J J*, projecting downwardly from the faces *h h* of the horizontal-curved arms *H I*, substantially as and for the purpose set forth.

2. The combination, in a railway-track gage,
10 consisting of heads, as *B* and *C*, permanently connected by a pipe-section *A*, with horizontal arms on the gage-heads, as *D* and *H I*, the bearing-faces, as *d* and *h*, of which are on a

plane with or slightly below the lowermost parts of said gage-heads, a vertical double- 15 faced lug, as *F G*, on the arm *D* of the gage-head *B*, and vertical lugs, as *J J*, on the arms *H I* on the gage-head *C*, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in 20 presence of two witnesses.

ELMER E. BUCHWALD.

Witnesses:

CHAS. O'BRIEN,
H. J. CURTZE.