

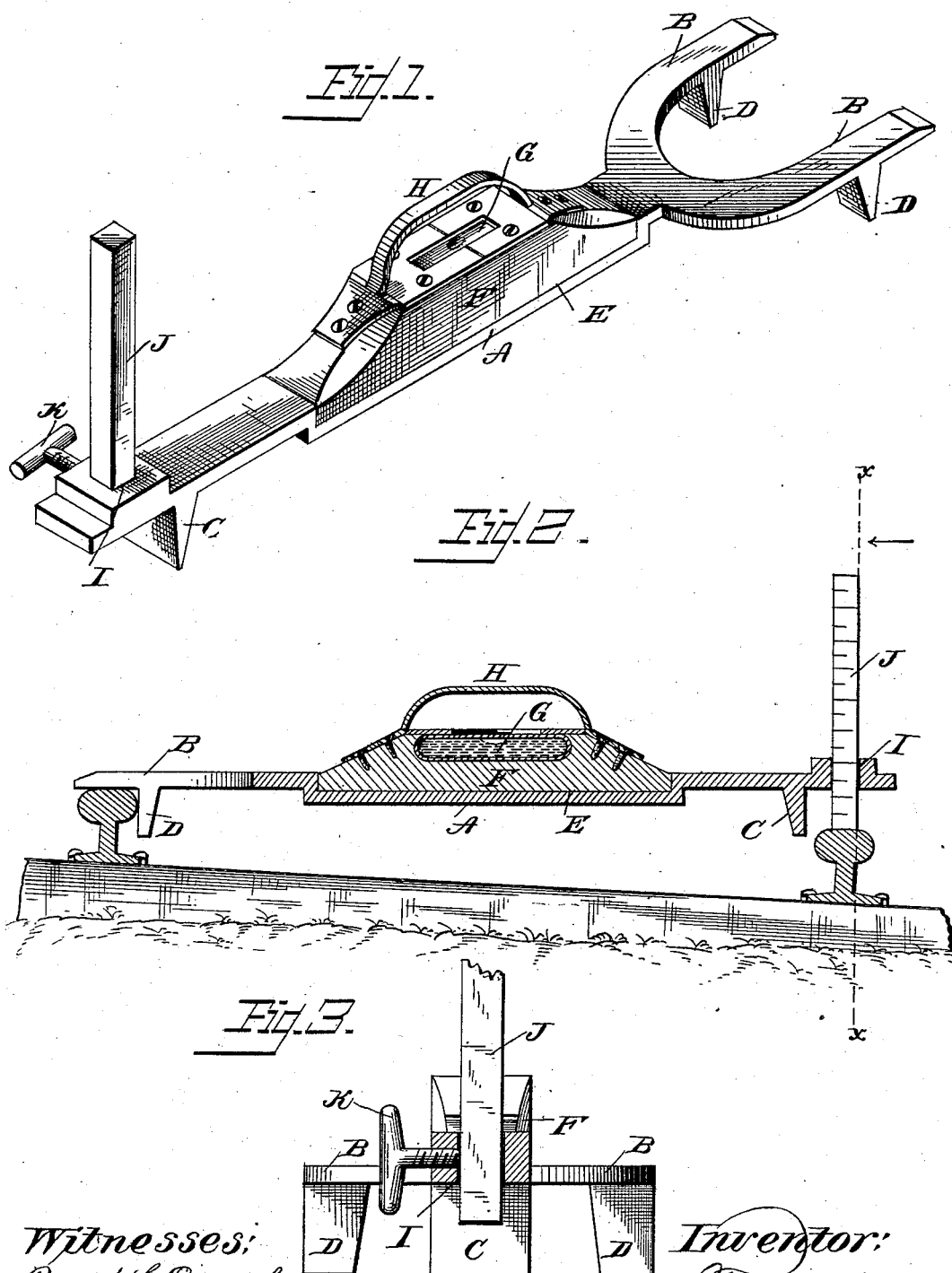
(No Model.)

F. A. WATSON.

RAILROAD TRACK GAGE AND LEVEL.

No. 265,999.

Patented Oct. 17, 1882.



Witnesses:
Frank L. O'Rand
J. R. Sill

Inventor:
F. A. Watson,
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UNITED STATES PATENT OFFICE.

FRANCIS A. WATSON, OF BAINBRIDGE, INDIANA.

RAILROAD-TRACK GAGE AND LEVEL.

SPECIFICATION forming part of Letters Patent No. 265,999, dated October 17, 1882.

Application filed June 30, 1882. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS A. WATSON, of Bainbridge, in the county of Putnam and State of Indiana, have invented certain new and useful Improvements in a Combined Track Gage and Level; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view. Fig. 2 is a longitudinal vertical sectional view, and Fig. 3 is a vertical cross-section on the line *xx*, Fig. 2.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to an improved combined railroad-track gage and level, the construction of which will be hereinafter fully described, and particularly pointed out in the claim.

Referring to the drawing hereto annexed, A represents the body of the track-gage, which consists of a suitable iron bar, one end of which is forked, or provided with two arms, B B, as shown. The bar A is provided, near its plain end, with a downward-projecting lug, C, and the arms B B are likewise provided, near their outer ends, with downward-projecting lugs D D, the distance between which and the lug C must be equal to the gage of the track to be laid. The upper side of the bar A has a recess, E, in which is fitted a block, F, containing a spirit-level, G. A curved strap or bail, H, is arranged above the latter to protect it from breakage, and also forming a handle, by means of which the device may be conveniently manipulated. The end of bar A, be-

yond lug C, is provided with an opening, I, in which a rod, J, is vertically adjustable by a set-screw, K, working in the said bar A. Rod J is graded, as shown, to indicate various degrees of pitch or inclination.

In operation the track-gage is used in the well-known manner, which it is not necessary here to describe. In laying curves, when it is necessary to lay the outer rail higher than the inner one, according to the degree of the curve, the rod J is lowered, so as to rest upon the top of the inner rail, thus raising the inner end of the gage-bar to the point necessary to bring it to a level.

Track-gages are now commonly used in combination with levels, but made separate therefrom. The convenience of making the level a permanent attachment will be readily appreciated.

I claim and desire to secure by Letters Patent of the United States—

The herein-described improved combined railroad-track gage and level, consisting of the bar or body A, having arms B B and downward-projecting lugs C D D, the rod J, vertically adjustable in an opening, I, in one end of body A by means of a set-screw, K, the block F, fitted in a recess, E, in bar A, and having spirit-level G, and the protecting bail or handle H, all arranged and operating substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

FRANCIS A. WATSON.

Witnesses:

MILROY GORDON,
NATHAN W. ADER.