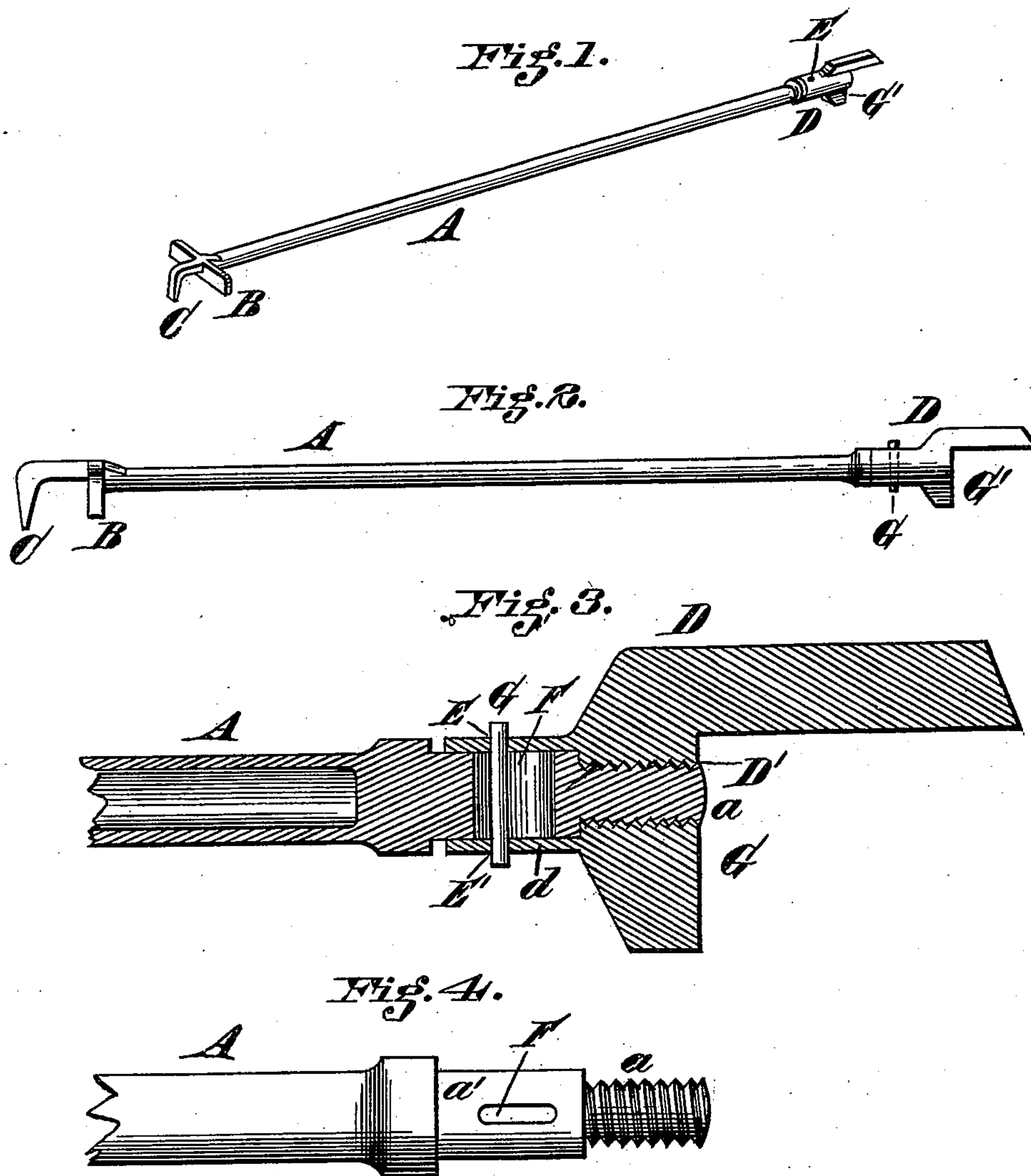


(No Model.)

P. NOLAN.
RAILROAD TRACK GAGE.

No. 297,435.

Patented Apr. 22, 1884.



Attest
J. A. Rutherford

Inventor
Patrick Nolan,
by Wood & Borge
his Attorneys re.

UNITED STATES PATENT OFFICE.

PATRICK NOLAN, OF HUNNICUTT, TENNESSEE.

RAILROAD-TRACK GAGE.

SPECIFICATION forming part of Letters Patent No. 297,435, dated April 22, 1884.

Application filed November 9, 1883. (No model.)

To all whom it may concern:

Be it known that I, PATRICK NOLAN, a citizen of the United States, and a resident of Hunnicutt, in the county of Morgan and State of Tennessee, have invented certain new and useful Improvements in Railroad-Track Gages, of which the following is a specification.

My invention relates to an improvement in railroad-track gages, particularly to that class which are capable of being lengthened or shortened to suit different widths of tracks.

The object of my invention is to provide the gage-rod with a transverse bar and downwardly-projecting beak or hook at one end, which clamp between them one rail of the track, and an adjustable shouldered extension at the other end, which may be set at the desired point on the said end of the rod by means of a pin passed through a perforation in it, and a slot in the end of the gage-rod, all of which will be fully set forth in the following description of the accompanying drawings.

Figure 1 is a perspective view of a railroad-track gage embodying my invention. Fig. 2 is a longitudinal elevation of the same. Fig. 3 is a central longitudinal section of the extension end of the gage. Fig. 4 is a plan view of the end of the gage-rod on which the adjustable extension is attached.

A represents the gage-rod, which is preferably made hollow, for both lightness and cheapness.

B is a transverse bar constructed at one end of rod A, and having a beak or hook, C, projecting outwardly therefrom in line with said rod.

D is a shouldered extension-bar, which is internally screw-threaded at D', to turn upon the threaded end *a* of rod A. The pitch of the said screw-threads is such that one or more complete revolutions of the extension D are necessary to set it in position for the desired width of track on curves or elsewhere. As it is customary to allow one-eighth of an inch

extension on the gage to the degree for all curves over two degrees, I cut the said screw-threads at a pitch of one-eighth of an inch.

E E' are perforations directly in line with each other in the open end *d* of the extension D.

F is a slot cut in the end *a'* of the gage-rod.

G is a pin (shown in Figs. 2 and 3) passed through the perforations E E' and slot F, to set or lock the adjustable extension D in the desired place upon the end of the rod.

In using my gage for laying a track, the clamping end is set upon the rail previously laid, with said rail resting between the hooked end C and the bar B. This bar B effectually prevents any lateral movement of the rod when its clamping end is upon one rail, and the liability of the rod to be shifted from position in laying the other rail is entirely obviated. The other rail is then brought up to the extension D, with the inside edge of its head resting against the shoulder G', which extension is previously set in position for the desired gage of track.

I claim—

1. A railway-track gage composed of a rod, A, having a transverse bar, B, and clamping hook C at one end, and an adjustable extension-bar, D, at its other end, substantially as herein set forth.

2. A railway-track gage composed of a rod, A, having a clamping bar and hook, B C, at one end, and an adjustable shouldered extension-bar D at its other end, the said extension D being locked in position for the desired width of track by a pin, G, passed through perforations E E' and slot F, substantially as herein set forth.

In testimony whereof I have hereunto set my hand.

PATRICK NOLAN.

Witnesses:

ANDREW E. SCOTT,
A. GLUCHOWSKY.