

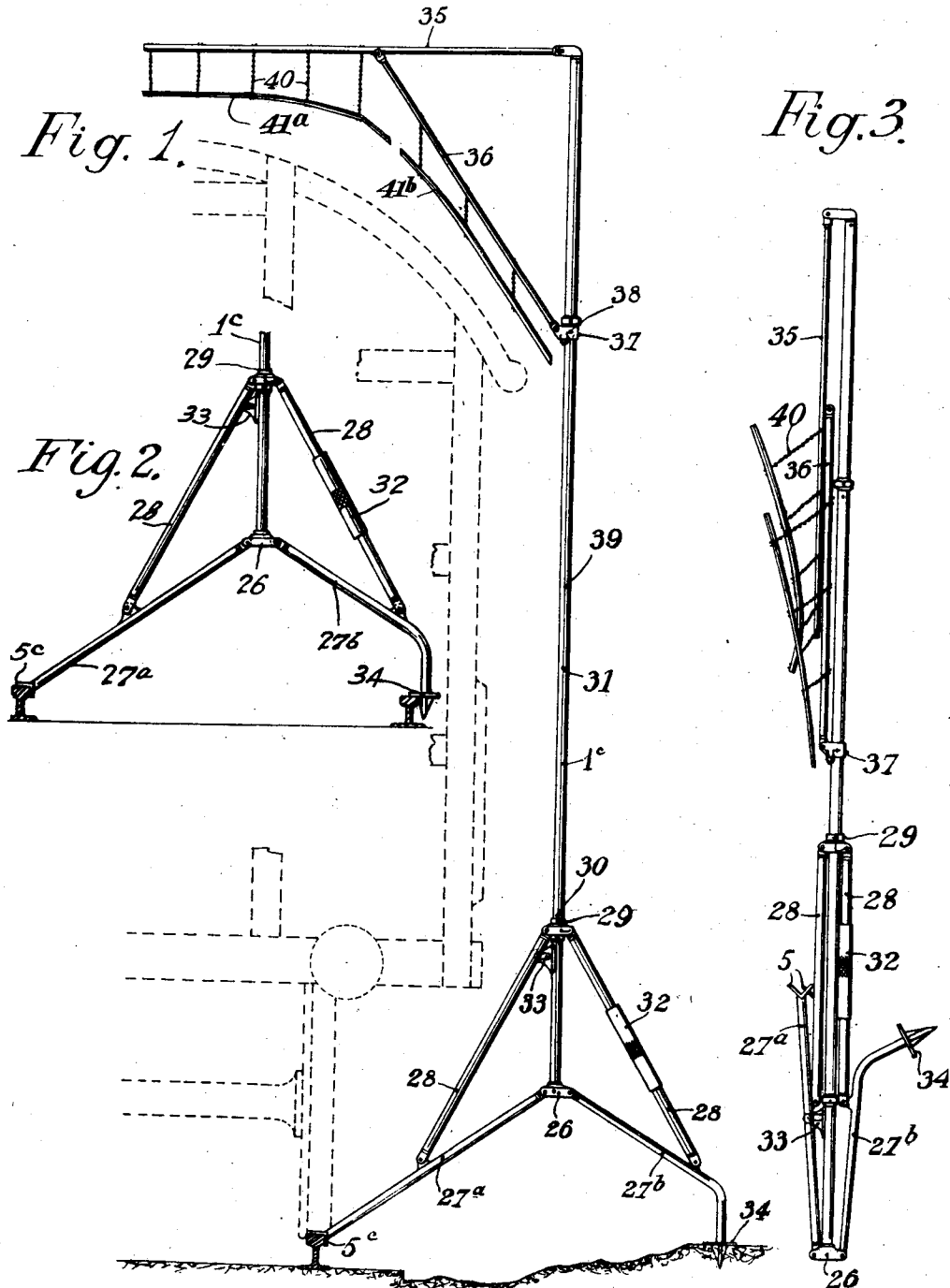
Dec. 9, 1930.

J. RÉMOND

1,784,160

PORTABLE LOADING GAUGE FOR RAILROAD CARS

Filed Nov. 5, 1928



J. Rémond  
INVENTOR

By Marko & Clark  
ATTORNEYS

## UNITED STATES PATENT OFFICE

JACQUES RÉMOND, OF AMIENS, FRANCE

## PORTABLE LOADING GAUGE FOR RAILROAD CARS

Application filed November 5, 1928, Serial No. 317,376, and in France November 21, 1927.

The travel of railroad cars under a stationary loading gauge mounted at a station is always attended with certain difficulties and drawbacks.

5 To adapt the said gauge for use upon all the tracks of the yard, it must be installed at the front part of the set of tracks, and at a point to which it is usually impossible to bring the cars by manual labor, so that the  
10 cars can only be brought under the gauge by an engine during the time, often limited, at which the trains are handled. If the car will not pass under the gauge, it cannot be at once put in use, and the load must be overhauled, thus delaying the circulation of the  
15 rolling stock.

The present invention has for its object to obviate all such drawbacks, and it relates to a loading gauge of a movable type which can  
20 be readily transported and can be placed near a car which is being loaded, in such manner that the load may be brought under the said gauge while it is being made up, in order to guide the persons loading the car and  
25 hence to prevent all defective loading.

For this purpose, the said apparatus consists essentially of an upright or vertical element which is suitably supported on the ground, and at the proper distance from one  
30 of the rails of a track, in such manner that the said element will suffice to verify the width of the load without taking account of the height, and also of a head which can be rapidly mounted upon the said upright, when  
35 it becomes necessary to also verify the height of the load and its travel under the parts of the gauge.

The appended drawing shows by way of example an embodiment of the invention.

40 Fig. 1 is a general front view of the gauge in the open or operative position.

Fig. 2 is a partial front view of the said gauge in which it is open and is in the intermediate position, as is required for use upon  
45 tracks on down grade.

Fig. 3 shows the apparatus in the folded position.

Referring to these figures, the upright 1c of the gauge consists of a tube, consisting  
50 preferably of a light metal, to whose bottom

part is secured a pivot member 26 adapted for the pivotation of the three legs 27. The two legs 27a rest upon the rail and the leg 27b rests upon the ground.

The said legs may also consist of tubes, in  
55 order to lighten their weight. They are strengthened by pivoting struts 28 which connect them to a sleeve 29 which is slidable on the upright and may be held upon it by a pin at two different points 30—31 corresponding to the open and the closed positions. One of the said struts consists of two  
60 sections which are threaded at their adjacent ends and are joined by a sleeve 32, and in this manner the upright can be placed in  
65 the vertical position or can be more or less inclined when the gauge is employed upon grades.

To observe the vertical position of the apparatus, the upright is provided with a spirit  
70 level 33 situated below the lower position of the socket 29.

For the practical use of the apparatus upon  
75 grades, the leg 27b which rests upon the ground comprises a base or ground plate 34 placed above the pointed end, and the distance between the latter and the line connecting the plates 5c resting on the rail is such that the plate 34 may be disposed, even for  
80 very short curves, upon the rail situated on the side at which the gauge is to be used, and the plates 5c will be temporarily disposed on the other (Fig. 2).

The apparatus is placed in the operative  
85 position, as upon a normal track, and is vertically adjusted by means of the said level and the sleeve 32, and it is then placed in the intermediate position (Fig. 2). Its inclination from the vertical is then observed, since the level is graduated to this effect. The  
90 apparatus is then replaced in the vertical position, and the sleeve 32 is adjusted so as to bring the bubble into the position which it occupied in the preceding operation, and in this manner the apparatus is exactly perpendicular to the horizontal plane of the sloping  
95 track.

In the same manner as the tripod base, the upper part of the apparatus may be folded so as to reduce its size. For this purpose the  
100

upper outline consists of a horizontal bar 35, pivoted to the top of the upright and connected by a joined strut 36 to a sleeve 37 which is slidable on the upright and may be pinned to the latter, as observed for the sleeve 29 in two different positions at 38 and 39, corresponding to the operative and the folded positions. 70

The bars 35—36 are connected to the sections 41a, 41b of the outline of the gauge by means of the chains 40.

Obviously, the said invention is not limited to the constructions herein represented, and without departing from the spirit of the invention I may suitably modify the form, disposition and assembling of the several parts of the apparatus. The invention is independent of the nature of the materials in use, and the particular features described with reference to each constructional form may be combined in any suitable manner to produce a loading gauge which is adapted for any particular use.

#### Claims:

1. A portable loading gauge for railroad cars, comprising in combination, an upright, means by which the said upright may rest upon the ground, gauge outline sections, flexible means supporting said sections and adapted for folding with reference to the said upright, means for observing the perpendicular position of the upright with reference to the track, and means for regulating said perpendicular position. 80
2. A portable loading gauge for railroad cars, comprising in combination, an upright, sections forming the outline portion of the gauge, a support for the horizontal section of said outline portion, pivoted to the top of said upright, a support for the oblique section of said outline portion pivoted at one end to said horizontal support, short chains connecting said sections to said supports, a sleeve which is slidable on the upright and to which is pivoted the other end of said oblique support, and means adapted to hold the said sleeve in its two positions corresponding respectively to the open and the folded positions of the gauge. 85
3. In a portable loading gauge for railroad cars, the combination of an upright, a pivot member disposed at the lower end of said upright, a tripod the legs of which are pivoted to said member, two base plates mounted respectively at the bottom of each of two front legs of the tripod and adapted to be placed upon the rails of the track, a pointed portion at the bottom part of the rear leg, a ground plate situated above said pointed portion, a sleeve slidable on the said upright, two struts pivoted each at one end to a corresponding front leg and at the other end to the said sleeve, two sections placed in line and forming a strut for the rear leg, said sections being respectively pivoted to said sleeve 90

and to the rear leg, a threaded sleeve connecting the said sections and serving to regulate the length of the strut which they form, and means for holding the said slidable sleeve in its two positions corresponding respectively to the open and to the folded positions of the tripod. 95

In testimony whereof I have hereunto affixed my signature. 75

JACQUES RÉMOND. 75

75

80

85

90

95

100

105

110

115

120

125

130