No. 653,309. Patented July 10, 1900.

E. H. McHENRY.

TRACK GAGE.

(Application filed Mar. 28, 1898.)

(No Model.)

Fig. 1.

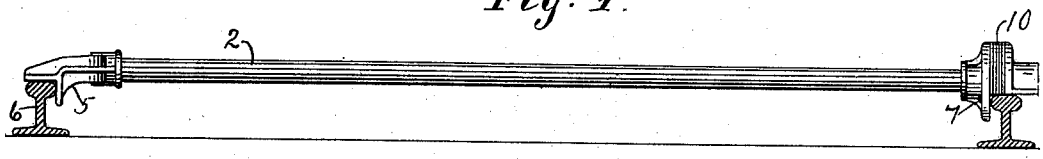


Fig. 2.

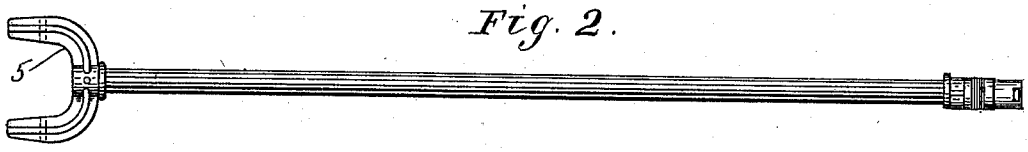


Fig. 3

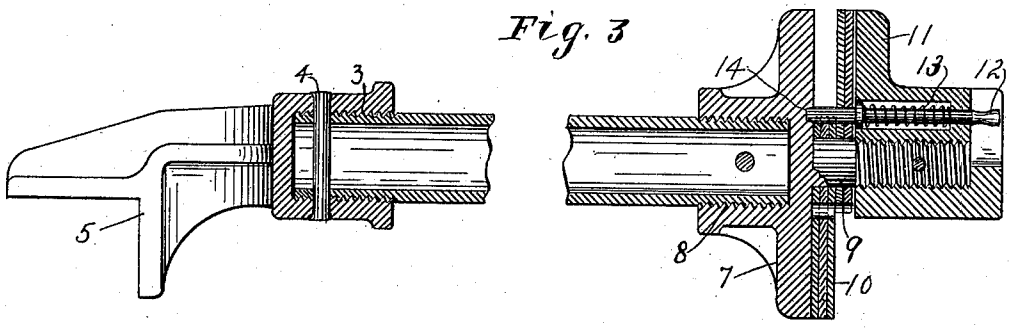


Fig. 5.

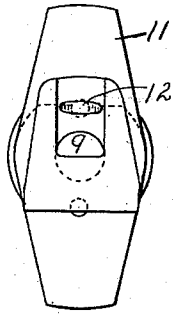
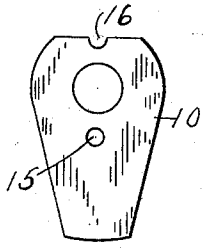


Fig. 4.



Witnesses.
A. H. Opsahl.
M. L. Thurwald.

Inventor.
Edwin H. McHenry
By his Attorneys:
Merwin, Lothrop & Johnson

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

EDWIN H. MCHENRY, OF ST. PAUL, MINNESOTA.

TRACK-GAGE.

SPECIFICATION forming part of Letters Patent No. 653,309, dated July 10, 1900.

Application filed March 28, 1898. Serial No. 675,466. (No model.)

To all whom it may concern:

Be it known that I, EDWIN H. MCHENRY, of St. Paul, Ramsey county, Minnesota, have invented certain Improvements in Track-Gages, of which the following is a specification.

My invention relates to improvements in adjustable track-gages designed to be used in the laying of railway-tracks to insure the rails being laid the proper distance apart both on tangents and on curves.

To this end my invention consists in the features of construction and combination hereinafter particularly described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view of my device, shown in position upon the rails of a track. Fig. 2 is a top view of the same. Fig. 3 is a partial longitudinal section. Fig. 4 is a detail of one of the shims, and Fig. 5 is an end view of the gage.

As shown in the drawings, the gage consists of a bar 2, having suitably secured upon one end by means of the threads 3 and pin 4 the shoulder-piece 5, adapted to abut against the adjacent rail 6. Carried by the opposite end of the bar 2 is my improvement. This consists of the collar or shoulder 7, having screw-thread connection 8 with the bar and being formed with a central outwardly-projecting spindle 9, upon which are mounted the series of shims 10, held thereon by means of the cap 11. As shown in Fig. 3, a number of these shims of proper thickness are arranged upon the spindle 9. In order to hold any desired number of said shims in upturned position and the remainder in downturned position, I provide the pin 12, normally held inward by means of the coil-spring 13, with its inner end extending into a socket 14 in the collar 7, as shown in Fig. 3. Openings 15 are formed in each shim, through which the pin passes when the shims are turned upward, and suitable openings 16 are formed in the upper end of the shims to receive said pin when the shims are downturned. Thus by withdrawing the pin 12 against the tension of its spring any desired number of shims may be downturned and by releasing the pin the same will be carried inward by its spring into the openings 15 and 16 in the shims, holding them in set positions.

In use the shims are normally held in upturned position, and the gage is used in the ordinary manner, as shown in Fig. 1, to insure the proper distance between the rails. When it is desired to widen the distance between the rails, as upon curves and tangents, the desired number of shims are downturned, as shown in Fig. 3, extending the length of the gage.

I claim—

1. In a track-gage of the class described, the combination with a bar having shoulders or stops at opposite ends, of shims having pivotal support adjacent to one of said shoulders and provided with openings, a pin, and means for forcing said pin into the openings in said shims to hold any desired number thereof in raised position.

2. In a track-gage of the class described, the combination with a bar having shoulders or stops at opposite ends, of shims having pivotal support adjacent to one of said shoulders and provided with openings, a pin, and a spring for forcing said pin into the openings in said shims to hold part of them in raised position and the remainder in lowered position.

3. In a track-gage of the class described, the combination with a bar having shoulders or stops at its opposite ends, of a spindle projecting from one of said stops, and a series of shims carried by said spindle and adapted to swing thereon.

4. In a track-gage of the class described, the combination with a bar having shoulders or stops at its opposite ends, of a spindle projecting from one of said stops, a series of shims mounted upon said spindle and adapted to swing thereon, means for holding said shims upon said spindle, and means for locking any desired number thereof in raised position.

5. In a track-gage of the class described, the combination with a bar having shoulders or stops at its opposite ends, of a series of shims having pivotal support adjacent to one of said stops, means outside said shims adapted to rest upon the surface of an adjacent rail, and means carried thereby for securing any desired number of said shims in raised position.

6. In a track-gage of the class described, the combination with a bar having shoulders

or stops at its opposite ends, of a series of shims having pivotal support adjacent to one of said stops, an extension beyond said shim adapted to rest upon an adjacent rail, and means for holding any desired number of said shims in raised position between said stop and extension.

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

EDWIN H. McHENRY.

Witnesses:
H. S. JOHNSON,
M. L. THAUWALD.