

(No Model.)

A. ALTMANN.
TRACK GAGE.

No. 490,705.

Patented Jan. 31, 1893.

FIG. 1.

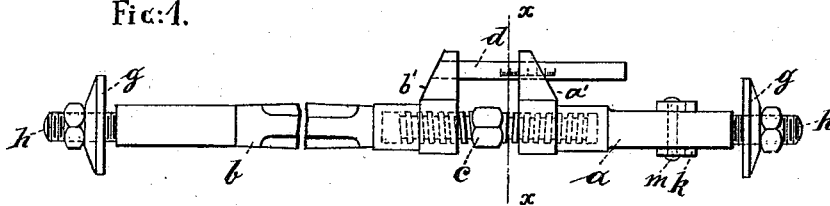


FIG. 2.

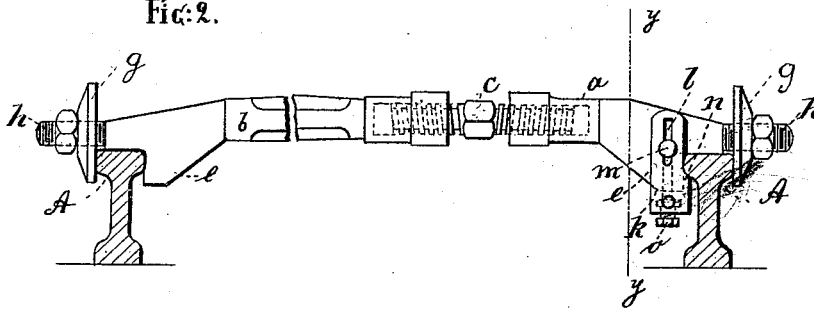


FIG. 3.

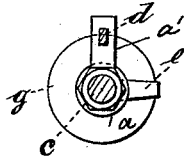
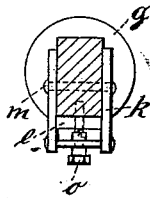


FIG. 4.



Witnesses:
Wm. Schulz.
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UNITED STATES PATENT OFFICE.

ARTHUR ALTMANN, OF ROSTOCK, ASSIGNOR TO SAMUEL GRAY, OF COLOGNE,
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TRACK-GAGE.

SPECIFICATION forming part of Letters Patent No. 490,705, dated January 31, 1893.

Application filed January 19, 1892. Serial No. 418,538. (No model.) Patented in Germany February 24, 1889, No. 50,881; in France September 17, 1890, No. 208,296; in England April 21, 1891, No. 6,859; in Belgium April 30, 1891, No. 94,624, and in Austria-Hungary October 4, 1891, No. 16,941 and No. 36,731.

To all whom it may concern:

Be it known that I, ARTHUR ALTMANN, a subject of the Emperor of Germany, residing at Rostock, in Germany, have invented certain
5 new and useful Improvements in Railway-Gages, (for which I have obtained Letters Patent in Germany, No. 50,881, dated February 24, 1889; in France, No. 208,296, dated September 17, 1890; in Great Britain, No. 6,859, dated
10 April 21, 1891; in Belgium, No. 94,624, dated April 30, 1891, and in Austria-Hungary, No. 16,941 and No. 36,731, dated October 4, 1891,) of which the following is a specification.

This invention relates to a railway gage that
15 is accurate in its measurements and can be readily manipulated and transported.

The invention consists in the various features of improvement more fully pointed out in the claims.

20 In the accompanying drawings: Figure 1 is an elevation of the gage. Fig. 2 a side view thereof. Fig. 3 a section on line *x, x*, Fig. 1 and Fig. 4 a section on line *y, y*, Fig. 2.

The letters *a, b*, represent a pair of arms
25 provided near their outer ends with shoulders *e*, adapted to bear against the inner edges of the rail heads *A*. The arms are threaded beyond the shoulders *e*, as at *h*, for the reception of disks *g*, having tapped openings, so
30 that the disks may be moved in or out by being revolved. Thus the arms may be adjusted to straddle rails of different strengths. At their inner ends the arms *a, b*, are threaded for the reception of a right and left screw bolt
35 *c*. This bolt on being revolved draws the arms together or forces them apart as will be read-

ily understood. To properly set the gage, the arm *b*, is provided with a lug *b'*, to which there is secured a graduated rod or scale *d*. This scale passes through a perforated lug *a'*, on
40 arm *a*, by which the scale can be readily read.

In use, the disks *g*, are first revolved, so that the distance between them and the shoulders *e*, equals the thickness of the rail heads. The screw *c*, is then turned to set the gage to the
45 proper spread, after which the apparatus is ready for the field.

In order to prevent the gage from tilting, it is provided with a U-shaped slide *k*, slotted as at *l*, for the reception of a pin *m*, passing
50 through arm *a*. The slide *k*, has an offset *n*, that fits under the rail head, against which it may be pressed by a screw *o*, engaging the slide and entering a tapped opening of shoulder *e*.
55

What I claim is:

1. The combination of a pair of arms *a, b*, having threaded ends *h*, and shoulders *e*, with the disks *g*, and with connecting screw *c*, substantially as specified.
60

2. The combination of a pair of arms *a, b*, with the connecting screw *c*, and with the vertically movable slide *k*, having offset *n*, substantially as specified.

In testimony whereof I have signed this
65 specification in the presence of two subscribing witnesses.

ARTHUR ALTMANN.

Witnesses:

THABIOUS VORSTCHER,
ERNST BLOHMY.