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Patented June 11, 1901.

J. E. MURPHY.  
CENTER GAGE FOR RAILROAD TRACKS.

(Application filed Dec. 7, 1900.)

(No Model.)

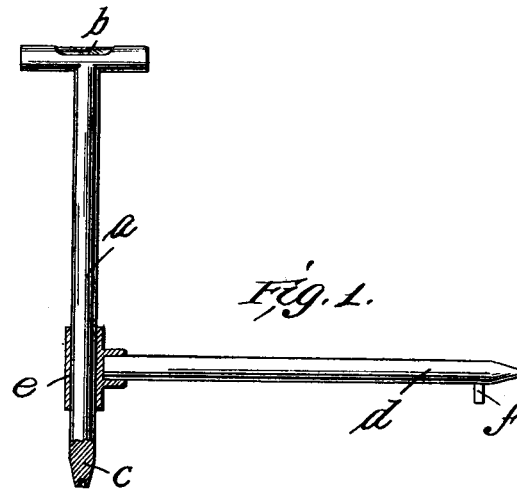


Fig. 1.



Fig. 2.

Attest  
Edw. L. Reed,  
L. B. Middleton

Inventor  
James E. Murphy  
by Eli Spear  
Atty.

# UNITED STATES PATENT OFFICE.

JAMES E. MURPHY, OF CARVER, MINNESOTA.

## CENTER-GAGE FOR RAILROAD-TRACKS.

SPECIFICATION forming part of Letters Patent No. 675,964, dated June 11, 1901.

Application filed December 7, 1900. Serial No. 39,092. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES E. MURPHY, a citizen of the United States, residing at Carver, Carver county, Minnesota, have invented certain new and useful Improvements in Center-Gages for Railroad-Tracks, of which the following is a specification.

My invention relates to improvements in center-gages for lining up railroad-track; and the object of the invention is to provide a simple, convenient, and inexpensive instrument by which the track may be easily, quickly, and accurately lined up.

To this end the invention comprises, broadly, a vertical member carrying a plumb-level and a horizontal member for indicating the proper distance from the center stake to the rail.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is side elevation, and Fig. 2 is a plan view.

In the drawings, *a* indicates the vertical member or rod, preferably of metal, having a T-head, in which is a spirit-level *b*, by means of which the vertical member or rod may be brought to a truly vertical position. The lower end of the rod is preferably tapered, as at *c*, and is provided with an opening just large enough to go over the head of an ordinary carpet-tack, which is usually placed centrally of the center stake. A horizontal member *d* is provided with a T-head *e*, having a passage-way therethrough at right angles to the longitudinal axis of the horizontal member, this passage-way being large enough to permit the vertical member to be inserted therein, but fitting the same snugly. A lug or projection *f* is formed on the horizontal member just two feet four and a quar-

ter inches from the center of the vertical member.

In using the device as above described the lower end of the vertical member is seated centrally upon the center stake by placing the opening over the tack usually used on center stakes. By means of the plumb-level the member *a* is then brought into a truly vertical position, and while it is held in this position one of the rails of the track is brought into contact with the abutment on the member *d*, where it will be seen that the track will be accurately alined.

Having thus described my invention, what I claim is—

1. In combination in a track-gage a vertical member having a spirit-level at one end to determine when the same is in an accurate vertical position the opposite end of said vertical member resting on a fixed support and a horizontal member having a sliding connection at one end with the vertical member whereby the horizontal member can be shifted longitudinally of the vertical member the opposite end coacting with the rail said horizontal member sliding on the portion of the vertical member between the ends of the latter.

2. A center-gage comprising a vertical member having a level, a horizontal member having a socket or head embracing said vertical member and a rail-abutment carried by said horizontal member, substantially as described.

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

JAMES E. MURPHY.

Witnesses:

MARGARET L. MURPHY,  
FRANK WARNER.