

NORDBERG PRESENTS

... a revolutionary advancement  
in mechanized rail renewal -

# the **Dun-Rite** GAGING MACHINE



LIKE the Nordberg Adzer and the Nordberg Spike Puller, the DUN-RITE GAGING MACHINE is another outstanding contribution to the mechanization of rail renewal. Watch a crew at work renewing rail using the DUN-RITE and you can't help but be amazed at the way the work progresses . . . like clock work and without let up. Following right behind the Adzers, actual gaging with the DUN-RITE begins — laying tie plates on the ties approximately to gage . . . drill-

ing for gage . . . and finally anchoring the accurately gaged tie plates with wooden pegs. Speed and extremely accurate and uniform gaging is possible with the DUN-RITE because the tie plates are gaged before the rail is placed.

Field experience shows that between 70 to 110 rails per hour can be gaged using the DUN-RITE. On tangent track, every fourth tie is gaged . . . every third tie on curved track.

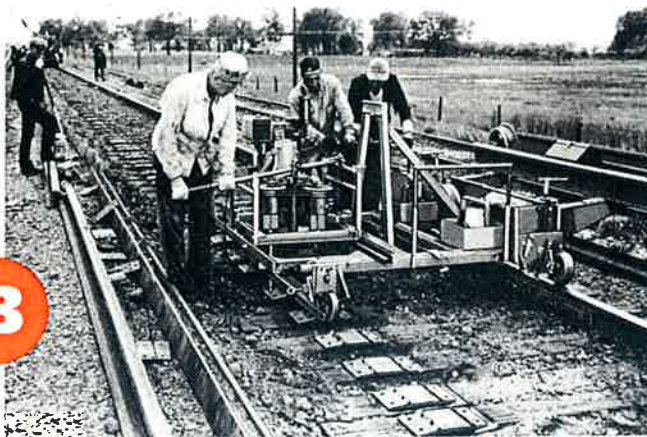
## Gaging track with the Dun-Rite . . .

as easy as **A·B·C**



**A** As in most rail renewal operations, a plate setting device is used to pre-gage the tie plates for the DUN-RITE GAGING MACHINE.

After the tie plates have been pre-gaged, a crew of five or six men do all the gaging. As the DUN-RITE GAGING MACHINE moves over the pre-gaged tie plates a shoe, adjustable in width and inclination, positions the tie plates into accurate gage. The DUN-RITE is moved along the track continuously as the operator drills two holes through the anchor spike holes of the tie plates in every third or fourth tie.



**B** After the holes have been drilled in the ties, conical shaped wooden pegs, which were distributed when the plates were pre-gaged, are driven into the two holes drilled by the DUN-RITE. The pegs hold the tie plates in accurate gage. The rail is then laid, bolted and spiked.



**C**



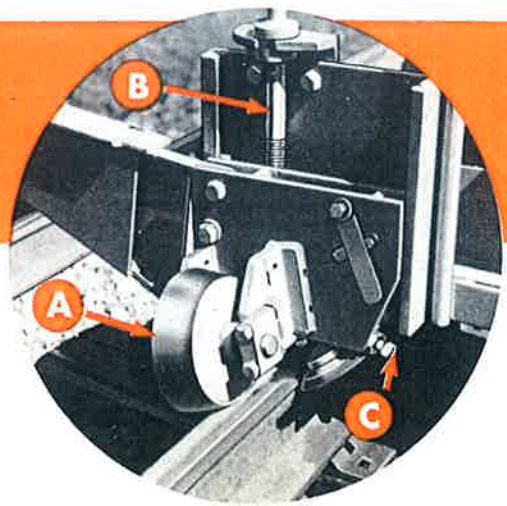
# The **Dun-Rite** GAGING MACHINE

The DUN-RITE GAGING MACHINE rolls on conical rollers on the rail in track and on rollers mounted in a shoe which rides on the tie plates on which the other rail will later be placed. The shoe, adjustable in width and in inclination, can fit between the shoulders of any double shouldered tie plate and will ride flat on the rail seat of these tie plates regardless of whether or not the plates are canted. The shoe is set and locked so that the gage, measured in the usual way from rail head to rail head, is correct. The pregaged tie plates are moved outward slightly by the shoe as it moves over them; thus, contact is maintained between the outside shoulder of the plate and the outside of the shoe. The DUN-RITE gages the outside shoulder of the tie plates.

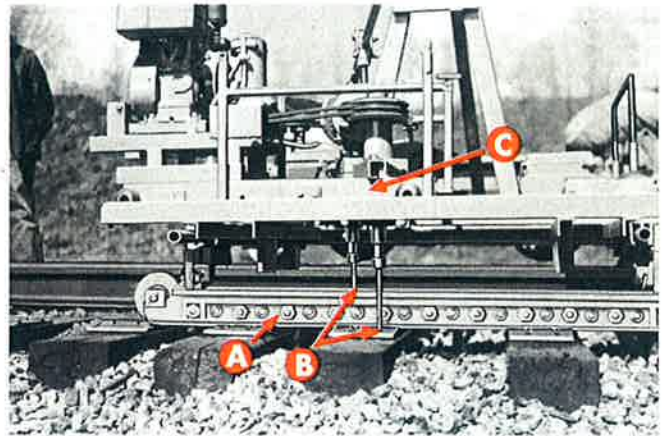
Directly above the shoe on a movable carriage is a tandem drill which drills two holes in a tie at the same time. The two drill spindles are quickly adjusted to drill through the plate holes of any tie plate. The DUN-RITE is easily moved along the track continuously at a steady pace while the operator drills the holes.

A feature of the DUN-RITE GAGING MACHINE is the rails on which the drill carriage moves, permitting maximum use of drill bits. When new bits are used, a shimming rail is placed on each side of the carriage to increase the distance between the spindle and the tie. After the bits are used and resharpened, the shimming rails are removed, making it possible to use bits which have lost as much as 2 1/4" through resharpening.

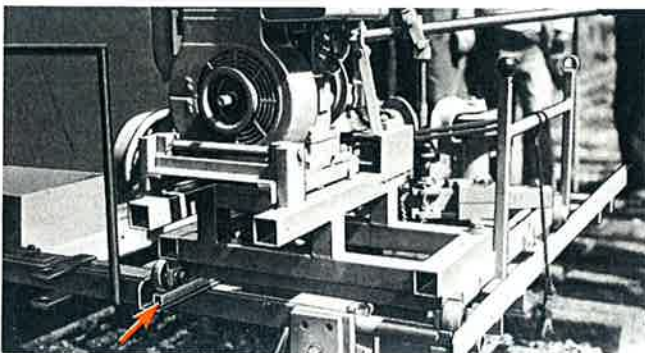
The two drill spindles are powered by a 5 HP gasoline engine. The bits and chucks are fitted into the spindles by quick connecting, positive acting quills.



Conical Rollers (A) holding the DUN-RITE GAGING MACHINE in correct position on the rail remaining in track. The rollers are moved vertically by adjusting screws (B) to level the machine as indicated by a spirit level in the frame. The gage setting is changed by moving the roller which contacts the gage side of the rail, inward or outward, with set screw (C).



A. The shoe of the DUN-RITE GAGING MACHINE resting on the tie plates.  
B. Drill bits in position prior to drilling.  
C. Drill carriage mounted above the shoe.



Two templates — one for use when the shimming rails are in position and the other when they are removed — are mounted on the frame to set drill bits into the removable chuck so that the overall length from point of bit to end of removable chuck can be exactly fixed.

When the machine is to be moved along the track from one location to another, the counterweight wheels are moved to a position under the shoe and locked there. A lifting bail is provided to facilitate handling the DUN-RITE.



*Look to*  
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