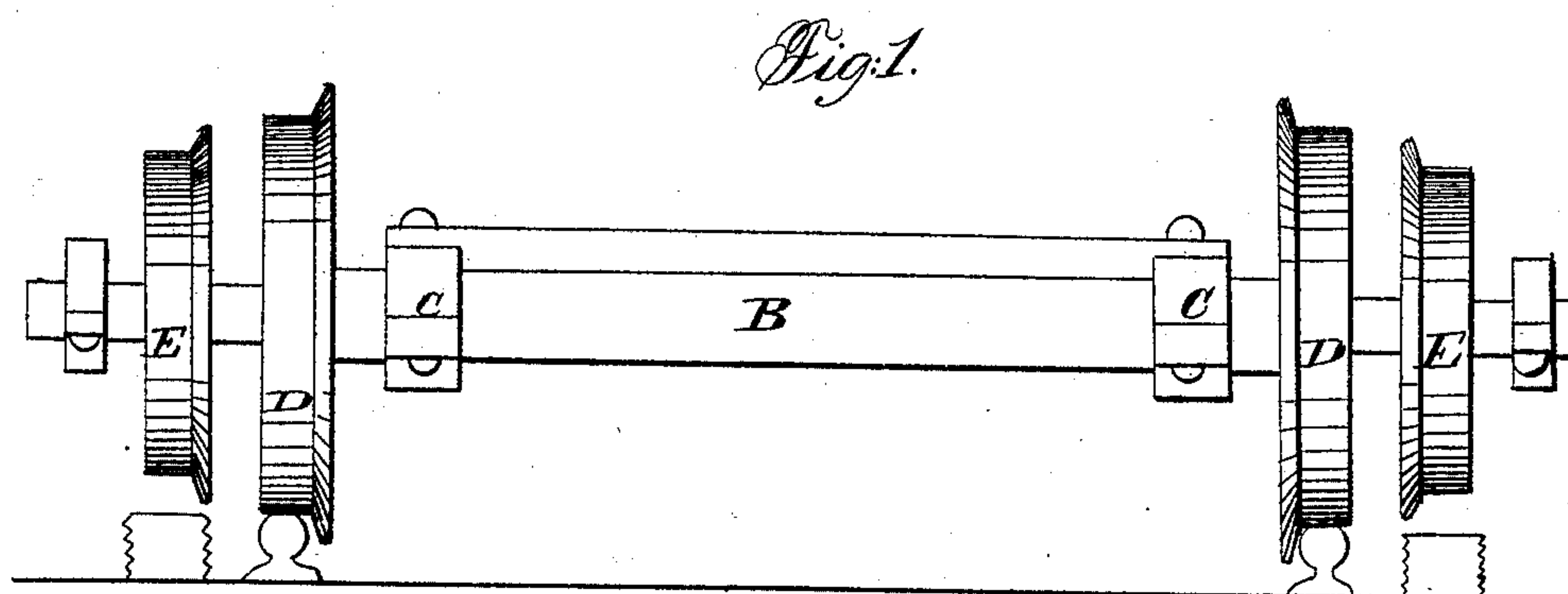


J. P. HART.
Changeable-Gage Truck.

No. 62,744.

Patented Mar. 12, 1867.



Witnesses.
Geo L Chapman
J L Mercant

Inventor
John P Hart

United States Patent Office.

JOHN P. HART, OF CHICAGO, ILLINOIS.

Letters Patent No. 62,744, dated March 12, 1867.

IMPROVED CAR-TRUCK.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN P. HART, of the city of Chicago, in the county of Cook, and State of Illinois, have invented a new and useful improvement on Car-Truck; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and letters of reference marked thereon, making a part of this description, in which—

Figure 1 is an end elevation of my improved car-truck.

The nature of my invention consists in the use of such a combination of different-sized car-wheels upon axles, as will allow the smaller wheels, when not in use, to be carried over the switches of the track four feet eight and one-half inches ($4\ 8\frac{1}{2}$) or four feet ten inch ($4\ 10$) gauge railroads. This is especially necessary when more than two wheels are used upon the axle for running on roads of different gauges. It is evident that if the wheels were of like diameter, those wheels not running upon the track would strike against the frog and throw the truck off the track. By the use of large and small wheels this objection is obviated, and only the frogs of five feet six inches ($5\ 6$) or six feet (6) gauge railroads necessarily have to be changed to allow the larger wheels to pass over the road and through the frogs when the smaller wheels are in use.

To enable others to make and use my improved car-truck, I will describe the method of construction and operation.

B represents the common car axle, and C the bearings resting upon the same. D shows the two larger wheels attached to the axle B in the usual manner, and such a distance apart as to suit any desired gauge of road. E shows the smaller wheels attached to the axle B, at such a distance apart, and from the other wheels, D, as will suit the gauge of any other road desired. I make the diameter of the smaller wheels, including the flange, a little less than the diameter of the larger wheels, exclusive of the flange. By this arrangement the flange of the smaller wheels will be carried over the frogs, so that the truck can be run over roads of different gauges without difficulty.

Operation.

When the wheels of the truck are arranged as described, suitable frogs and switches will have to be arranged in order to allow the larger wheels to pass through the frogs and on to the rail of the different-gauged road. In all other respects the truck can be used like those now employed.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

The use of different-sized car-wheels of trucks upon the same axles, as and for the purpose set forth, to obviate the necessity of transferring passengers or freight on account of the difference in the gauges of railroads.

JOHN P. HART.

Witnesses:

GEO. L. CHAPIN,
J. L. MERIAM.