

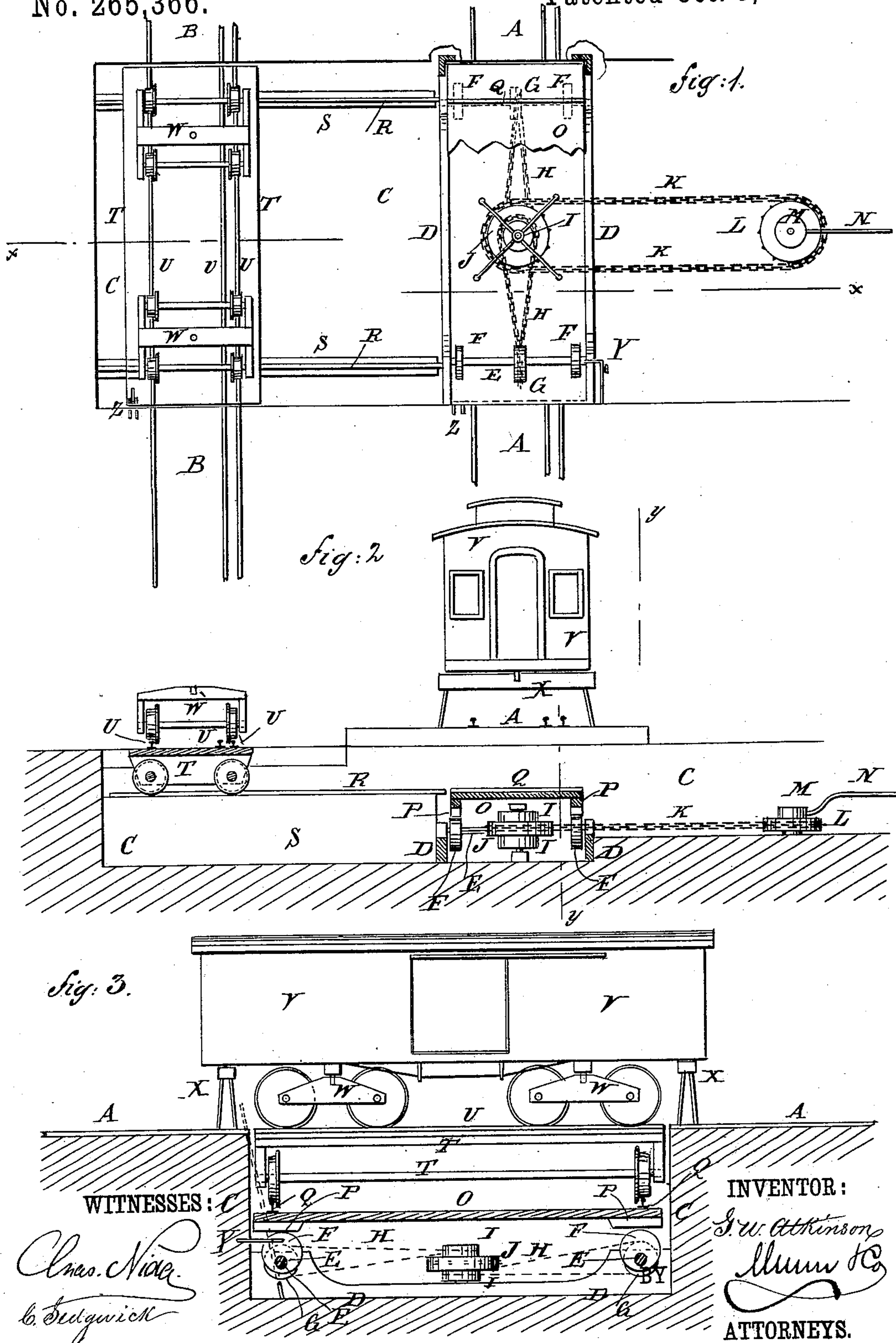
(No Model.)

G. W. ATKINSON.

APPARATUS FOR CHANGING CAR TRUCKS.

No. 265,366.

Patented Oct. 3, 1882.



UNITED STATES PATENT OFFICE.

GEORGE W. ATKINSON, OF PETERSBURG, TENNESSEE.

APPARATUS FOR CHANGING CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 265,366, dated October 3, 1882.

Application filed August 21, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. ATKINSON, of Petersburg, in the county of Lincoln and State of Tennessee, have invented a new and Improved Apparatus for Changing Railroad-Car Trucks, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of my improvement, part being broken away. Fig. 2 is a sectional elevation of the same taken through the line *xx*, Fig. 1. Fig. 3 is a sectional elevation of the same taken through the line *yy*, Fig. 2.

The object of this invention is to facilitate the changing of the trucks of railroad-cars when the cars are to pass upon a track of different gage.

The invention consists in an apparatus for changing railroad-car trucks, constructed with a platform or frame raised and lowered by means of eccentrics, and provided with rails corresponding with stationary rails placed at a lower level than the rails of the main-line and siding tracks, and at right angles therewith, and carrying a transfer-truck to receive and carry the car-trucks; and, also, in the combination, with the eccentrics carrying the platform or frame, of chain-wheels, chains, and a capstan, whereby the said eccentrics can be readily operated to raise and lower the truck-receiving platform or frame, as will be hereinafter fully described.

A represents the main line, which is provided with both a broad-gage track and a narrow-gage track, as shown in Figs. 1 and 2.

B represents a siding, which is also provided with a broad-gage track and a narrow-gage track, as shown, and which is at a different level from the main track A.

C is an excavation made across the two tracks A B, and which is of a width a little less than the length of a car. The excavation C is made open at one end—preferably at the end next the higher track, A—and within it, beneath the said track A, is secured a frame, D, to which are journaled two shafts, E, to each of which are secured two eccentrics, F.

To each of the shafts E is attached a small

chain-wheel, G, around which passes an endless chain, H. The chains H pass around the small chain-wheels I, rigidly connected with the upper and lower sides of a larger chain-wheel, J, journaled to supports attached to the frame D or to the ground. Around the chain-wheel J passes an endless chain, K, which also passes around a chain-wheel, L, secured to a capstan or vertical shaft, M, secured to some suitable support at a little distance from the chain-wheel J. The shaft or capstan M can be operated by hand by means of capstan-bars N or other suitable means, or can be operated by animal or steam power, as may be desired or convenient.

Upon the eccentrics F rests a platform or frame, O, which has wear-plates P attached to its lower side to receive the friction of the said eccentrics F.

To the end parts of the platform or frame O are attached cross-rails Q, which, when the platform or frame O has been lowered to its lowest point, are in line with rails R, secured to timbers S or other support, and extending beneath the line of the siding-track B.

Upon the rails Q R is placed the transfer-truck T, which has rails U attached to its platform to correspond with the rails of the tracks B A, and which is made of such a height that its rails will be flush with the rails of the track B. The eccentrics F are made of such a size that when the transfer-truck T has been placed upon the platform or frame O, and the said platform or frame raised to its highest point, the rails of the said transfer-truck will be flush with the rails of the main track A.

In using the improvement the platform or frame O is lowered to its lowest point, the transfer-truck T is run upon it, and the platform or frame O is raised to its highest point, bringing the rails of the said transfer-truck to a level with the rails of the main track A.

The car V, whose trucks W are to be changed, is then run upon the transfer-truck T and stopped with its ends projecting at the opposite sides of the excavation C. Trestles X are placed beneath the ends of the car V, and the eccentrics F are turned to lower the platform or frame O, the transfer-truck T, and the disconnected car-truck W. The transfer-truck T is then run upon the rails R and the trucks W

are run upon the rails B. The other car-trucks are then run upon the transfer-truck T, which is then run upon the platform or frame O, and the said platform is raised, bringing the car-trucks beneath the car-body for connection, and the car is run off the transfer-truck T to the rails A. In this way the trucks of a car can be changed without disturbing its passengers or other loading.

10 The apparatus is provided with a spring-catch, Y, or other fastening to hold the eccentrics F in position when adjusted, and with bolts Z or other guides or locks to hold the transfer-truck T in place with its rails in line
15 with the rails A or B.

In case the tracks A B are necessarily at the same level, eccentrics F and platforms or frames O can be placed beneath the lines of both the tracks A B.

20 This improvement can also be used instead of a switch for transferring a car from one track to another.

This invention is designed to be used in transferring cars from one road to another—from
25 broad gage to standard gage, and from standard to narrow gage—whenever a change of truck is necessary.

Having thus fully described my invention, I claim as new and desire to secure by Letters
30 Patent—

1. An apparatus for changing railroad-car trucks, constructed substantially as herein shown and described, and consisting of a platform or frame raised and lowered by eccentrics and provided with rails corresponding with
35 stationary rails placed at a lower level than the rails of the tracks and carrying a transfer-truck, as set forth.

2. In an apparatus for changing railroad-car trucks, the combination, with the rails R,
40 placed below the level of the main-line and siding tracks and at right angles therewith, of the transfer-truck T, the platform or frame O, the eccentrics F, and a driving mechanism, substantially as herein shown and described,
45 whereby the trucks of cars can be readily and quickly changed, as set forth.

3. In an apparatus for changing railroad-car trucks, the combination, with the eccentrics F,
50 carrying the platform or frame O, of the chain-wheels G I J L, the chains H K, and the capstan M N, substantially as herein shown and described, whereby the said eccentrics can be readily operated to raise and lower the said platform, as set forth.

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Witnesses:

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