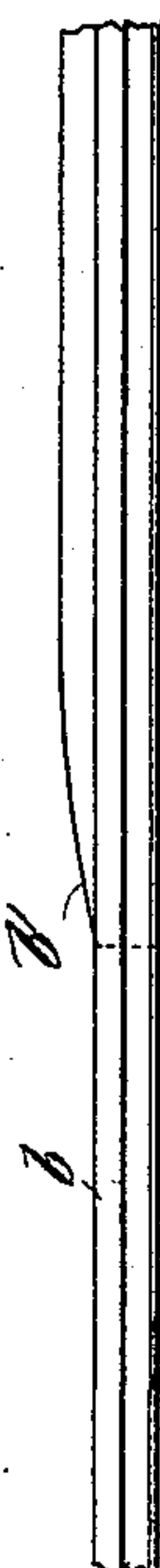
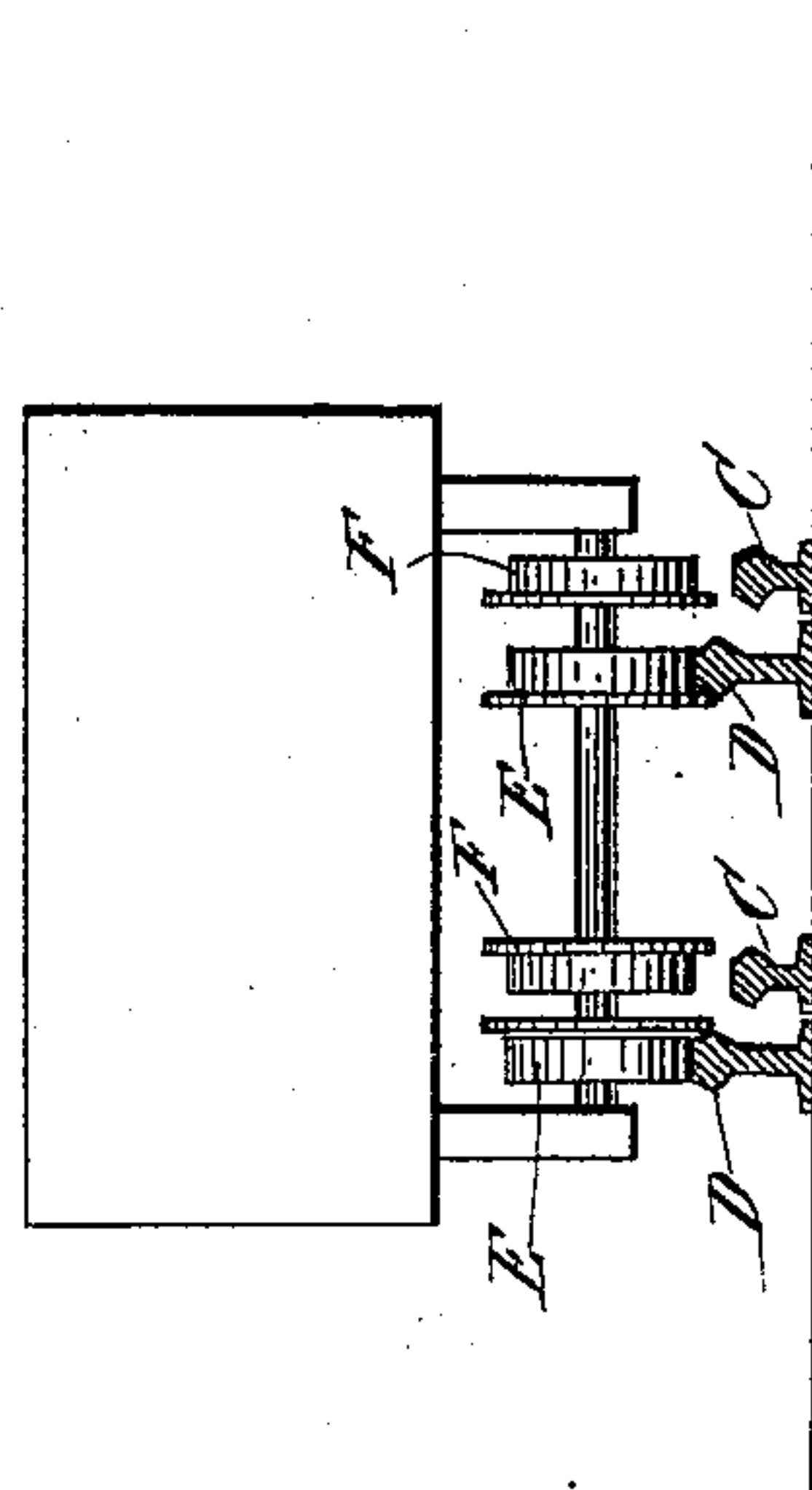
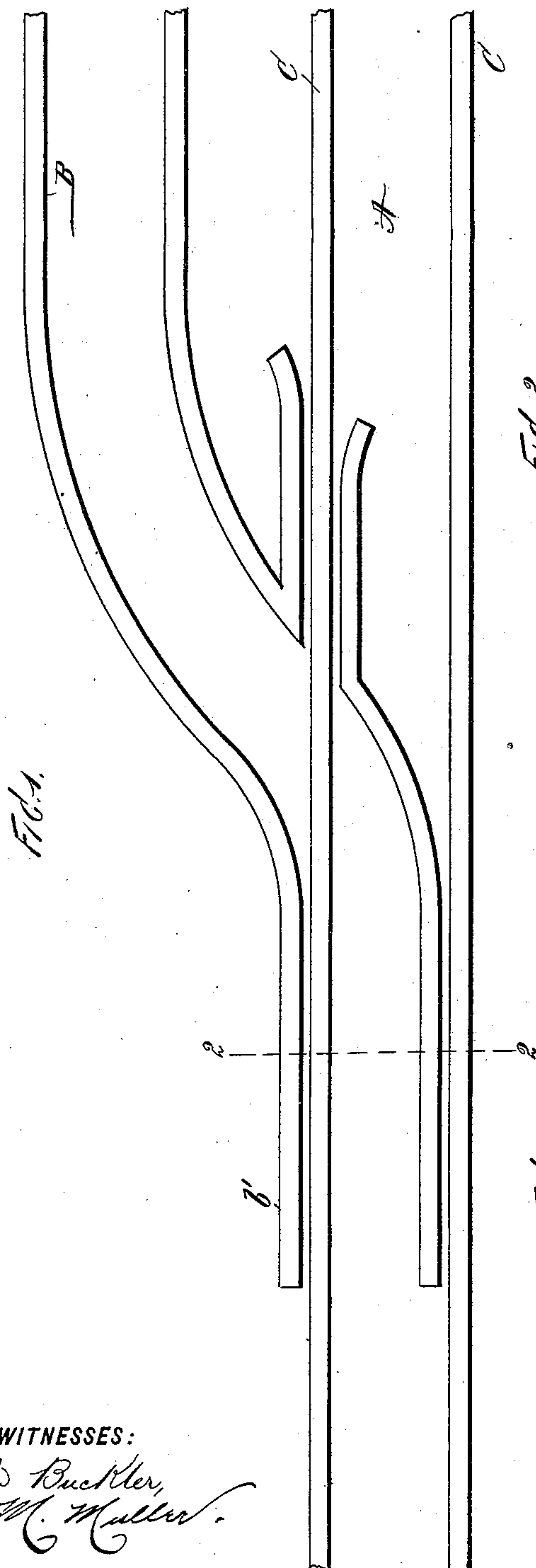


(No Model.)

H. G. WESEMANN.
RAILWAY CAR AND TRACK.

No. 558,540.

Patented Apr. 21, 1896.



WITNESSES:

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HENRY G. WESEMANN, OF NEW YORK, N. Y.

RAILWAY CAR AND TRACK.

SPECIFICATION forming part of Letters Patent No. 558,540, dated April 21, 1896.

Application filed July 3, 1895. Serial No. 554,791. (No model.)

To all whom it may concern:

Be it known that I, HENRY G. WESEMANN, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Railway Cars and Tracks, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to railway cars and tracks; and the object thereof is to provide means for transferring from a main track to a side track a separate car of a train while the main train is in motion, whereby a car may be transferred from one track to another and left on a side track for loading or unloading without stopping the main train; and with this and other objects in view the invention consists in the construction and arrangement of parts hereinafter described and claimed.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, and in which—

Figure 1 is a plan view of a railway-track and side track and switch which form part of my invention; Fig. 2, a transverse section on the line 2 2 thereof, showing also a railway-truck, each shaft of which is provided with four wheels, which also forms a part of my invention; and Fig. 3 is a side view of one of the rails of the side track or a portion thereof.

In the practice of my invention I provide a car on each of the axles of which are mounted four wheels, two being arranged on each side, and two of which are adapted to move upon the rails of the main track and the other two being adapted to move upon the rails of the side track, which are elevated to an appreciable extent above the rails of the main track.

In the drawings forming part of this application the main track is indicated at A, and the side track at B, and the rails C C of the main track are lower than the rails D D of the side track, as clearly shown in Fig. 2. This difference in the height of the rails is produced by inclining the ends thereof, as shown in Fig. 3, the ends of the rails of the side track which constitute the switch, as shown at b, being provided with inclines b', and in opera-

tion when the car is in motion the wheels E, which are adapted to move upon the side track, will strike these inclined surfaces and run up onto the rails of the side track, as will be readily understood, when the wheels F, which are adapted to move upon the main track, will be raised therefrom, as shown in Fig. 2, in which position the car provided with a double set of wheels will be run off onto the side track.

In my improvement the power employed will preferably be electricity, and it will be evident that a car, when side-tracked in the manner described, may be moved to any desired point on the side track and may be loaded or unloaded, and when desired may be again put in motion and run onto the main track, where it may be connected with a train moving on said track and conveyed from point to point, as will be readily understood.

It will thus be apparent that a car provided with a double set of wheels may be detached from or coupled with a train while in motion, and thus no time will be lost by the main train, or comparatively none, and if electricity is the motive power employed it is evident that this side-tracking of a car or the coupling thereof to a train on the main track may be done while the train is at full speed, or almost so.

It will be of course understood that when a car thus constructed is coupled with a train on the main track it will be run in connection with said train, independent of any motive power that may be connected with the car itself, and it will also be understood that when detached from the train and on the side track it may be conveyed from point to point on said side track by means of its own motive power, and when necessary it may also be operated on the main track, as will be readily understood.

It will also be seen that no "switch," as this term is usually employed, is necessary in my improvement, the form of the rails of the side track being such that when the supplemental wheels of the car, which are adapted to move upon the side track, strike the rails thereof, the car itself is raised and moves onto the side track.

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

The combination with the main railway-track, of the side track, of the character described, the top of the rails of the side track being above the rails of the main track and
5 connected therewith by inclines, of the car or truck, the axle of which is provided with four wheels, an inside and outside wheel adapted to engage rails of the main track, while the other inside and outside wheels engage the
10 rails of the side track, whereby when the last-mentioned set of wheels pass upon said inclined portion of the side track the car is

elevated, and the first-mentioned set of wheels become disengaged from the main track, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 1st day of July, 1895.

HENRY G. WESEMANN.

Witnesses:

L. M. MULLER,
L. E. RICHTER.