(No Model.)

H. G. WESEMANN.

CAR OR TRUCK.

No. 568,059. Patented Sept. 22, 1896.

FIG. 1.

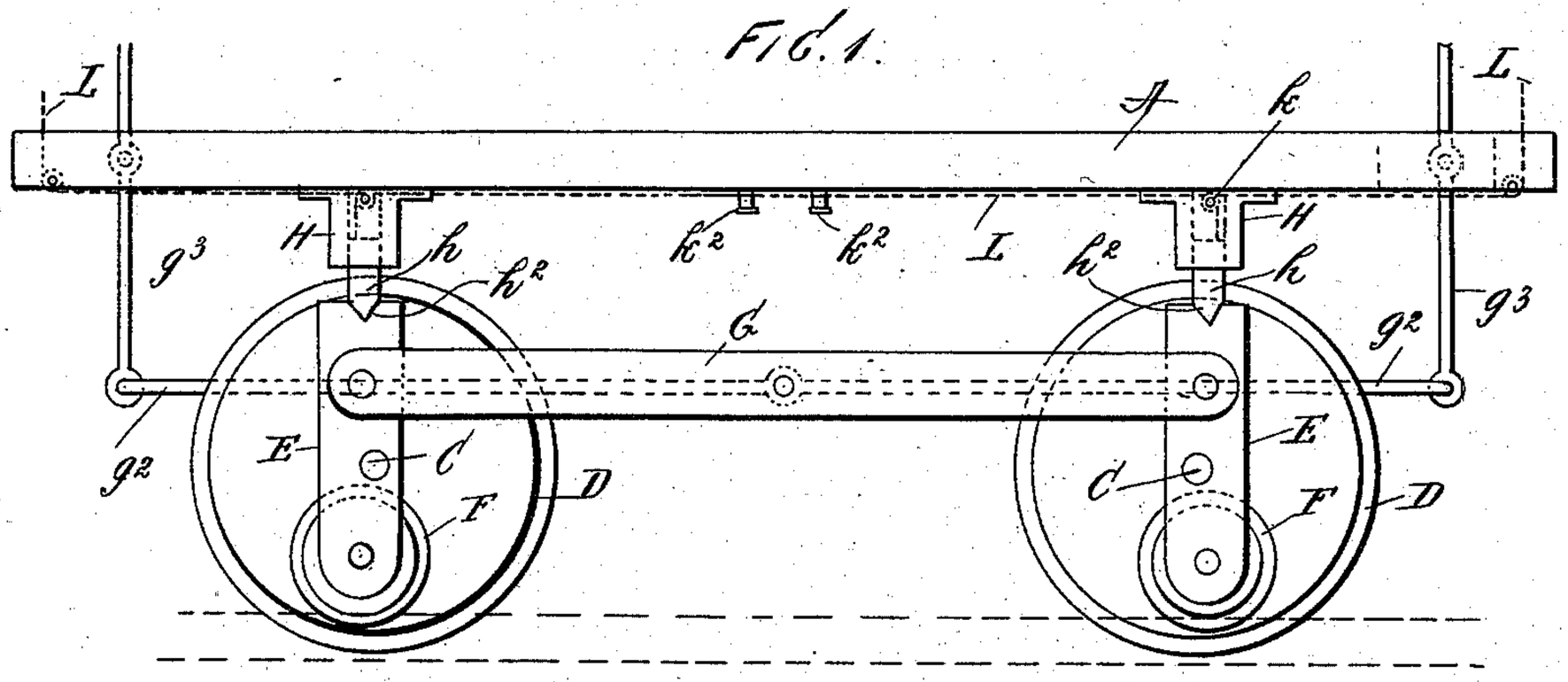


FIG. 2.

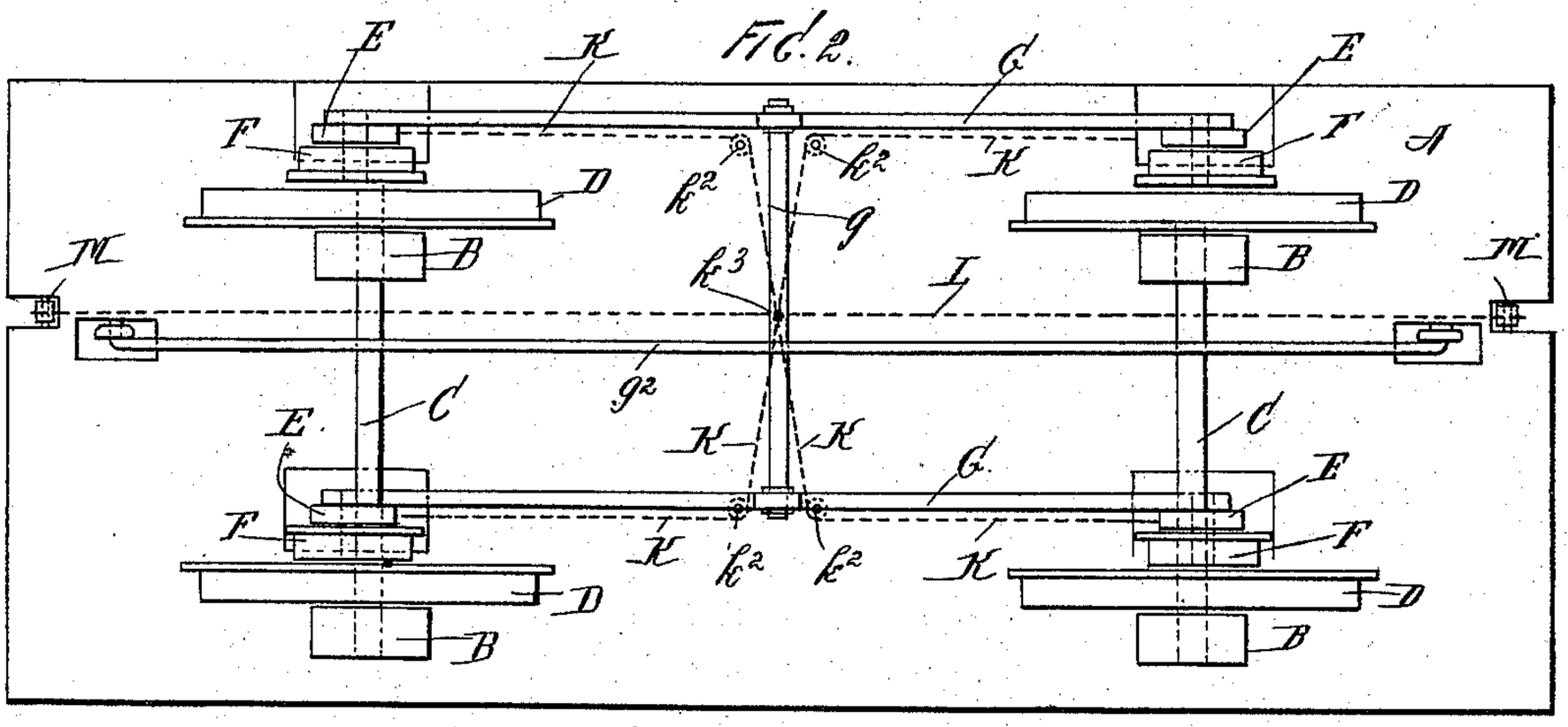
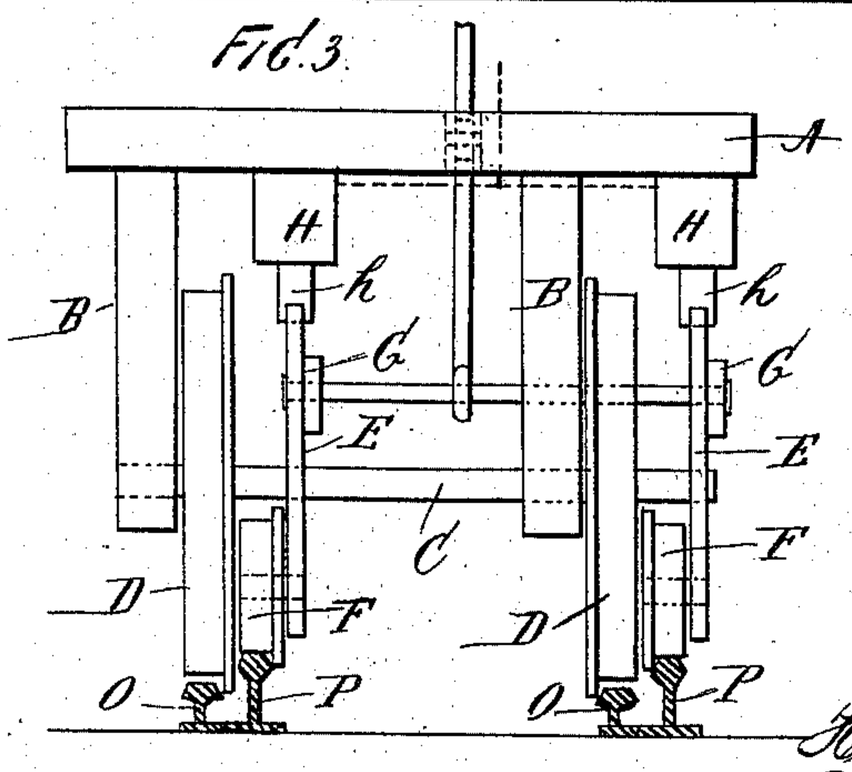


FIG. 3.



WITNESSES:

John Buckler,

C. Gerst

INVENTOR

Henry G. Wesemann,

BY

Edgar Tate & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HENRY G. WESEMANN, OF BROOKLYN, NEW YORK.

CAR OR TRUCK.

SPECIFICATION forming part of Letters Patent No. 568,059, dated September 22, 1896.

Application filed February 27, 1896. Serial No. 581,096. (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 Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Cars or Trucks, 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 it involves the application to a railway-car of supplemental wheels, which are arranged adjacent to the regular wheels, and which are adapted to support a car and to move the same from the main track of a railway onto a side-track or switch the rails of which are higher than the rails of the main track.

In an application for Letters Patent filed by me July 3, 1895, Serial No. 554,791, I described and claimed, among other things, a main railway-track and a side-track or switch, the top of the rails of the side-track being above the rails of the main track, and provided with inclined end portions, and a car or truck provided with the usual axle and two sets of wheels mounted at each end thereof, one of said wheels at the end of each axle being adapted to pass upon the inclined portion of the side-tracks, and thereby elevate the main wheels and disengage the same from the main track, so that the car could run upon the side-track or switch; and the object of this invention is to provide means for connecting supplemental or auxiliary wheels with a car or truck for use in connection with a main railway-track and a side-track or switch of the character described in the application referred to.

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

Figure 1 is a side view of a car or truck provided with my improvement; Fig. 2, a bottom plan view thereof, and Fig. 3 an end view.

In the drawings forming part of this specification, A represents a truck-frame of any desired form or construction, and mounted in hangers B, connected therewith or secured thereto in any desired manner, are shafts C, on the opposite ends of which are mounted the usual wheels D. I also pivotally connect with or mount upon the shaft C plates or bars E, each of which is provided at its lower end with a wheel F, which, as will be seen, is much less in diameter than the wheels D, and which are free to revolve upon their supports, and the upper ends of the plates or bars E on each side are pivotally connected by longitudinal bars G, which are centrally connected by a cross-bar g, with which is connected a rod g^2, which extends longitudinally of the truck, and which is provided at each end with a lever g^3, which is pivotally connected therewith, and which extends up through the platform at each end of the car.

Immediately over each of the plates or bars E is a hanger H, in which is placed a vertically-movable locking-bolt h, the lower end of which is beveled on each side and adapted to enter a corresponding notch or recess h^2 in the upper end of the plate or bar E, and it will be observed that each of the hangers H is provided with one of these locking-bolts, and connected with each of said bolts is a cord or chain K, by which the same may be raised or lowered, said cords or chains K being passed over pulleys k, arranged in the upper part of the hangers H and being each carried along the bottom of the truck toward the center thereof, where each is passed around a pulley k^2 and said cords brought together at the middle of the truck, as shown at k^3, and secured to a cord or chain L, which extends in opposite directions to each end of the truck and is passed around pulleys M, and said cord or chain L is adapted to be operated from either end of the car or the platform thereof.

I have also shown in Fig. 3 a main railway-track and also the side-track or switch, and in the normal position of the parts of my improvement, as hereinafter described, the locking-bolts h are raised within the hangers H by means of the cords or chains K, which may be operated from either end of the car or truck, and whenever it is desirable to run the car or truck upon the side-track one of the levers g^3 is operated so as to place the plates or bars E in the position shown in Fig. 1, after which the locking-bolts h^2 are allowed

to drop into the position also shown in said figure, and the plates or bars E will be securely locked in place, and the wheels F at the lower ends of said plates or bars will run upon the side-track or switch or the rails thereof, which are inclined at their ends to permit of this operation, and as described in the application hereinbefore referred to; and it will be understood that when the wheels F are not in use they may be held in any desired position by means of the levers g^3 and their connected parts. It will also be understood that the wheels K, when in use, raise the truck or car from the main track, and the said truck or car may be moved from one point to another on a side-track of any desired length and may be again run onto the main track whenever desired.

It will be understood that the supplemental or auxiliary wheels and their connections are strong enough to sustain a car of any desired size and weight and provided with any desired load, and that the plates or bars E, the side bars G, by which they are connected, and the cross bar or rod *g* constitute a frame which is mounted on the axles and provided with auxiliary or supplemental wheels which are adapted to receive the weight of the car or truck, and this device is perfectly adapted to accomplish the result for which it is intended, and it is evident that changes in the construction shown and described and modifications thereof may be made without departing from the spirit of my invention or sacrificing its advantages.

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

1. The combination with a car or truck, of plates or bars pivotally connected with the ends of each of the axles, an auxiliary wheel mounted in the lower end of each plate or bar, the upper ends of said plates or bars, being connected by side rods or bars, and said side rods being connected by a cross-rod, with which is connected a rod which extends longitudinally of the car or truck, and is provided at each end with a lever by which it is operated, substantially as shown and described.

2. The combination with a car or truck, of plates or bars pivotally connected with the ends of each of the axles, an auxiliary wheel mounted in the lower end of each plate or bar, the upper ends of said plates or bars, being connected by side rods or bars, and said side rods being connected by a cross-rod, with which is connected a rod which extends longitudinally of the car or truck, and is provided at each end with a lever by which it is operated, and means for locking the plates or bars connected with the axles and provided with wheels at their lower ends, in a vertical position, whereby they are adapted to receive the weight of the car or truck, substantially as shown and described.

3. The combination with a car or truck, of plates or bars pivotally connected with the ends of each of the axles, an auxiliary wheel mounted in the lower end of each plate or bar, the upper ends of said plates or bars pivotally connected with the ends of each of the axles, an auxiliary wheel mounted in the lower end of each plate or bar, the upper ends of said plates or bars being connected by side rods or bars, and said side rods being connected by a cross-rod, with which is connected a rod which extends longitudinally of the car or truck, and is provided at each end with a lever by which it is operated, and means for locking the plates or bars, connected with the axles and provided with wheels at their lower ends, in a vertical position, whereby they are adapted to receive the weight of the car or truck, consisting of vertically-movable locking-bolts which are mounted in hangers, and which are adapted to operate in connection with notches or recesses, formed in the upper ends of said plates or bars, and means for operating said locking-bolts, substantially as shown and described.

4. The combination with a car or truck, of plates or bars pivotally connected with the ends of each of the axles, an auxiliary wheel mounted in the lower end of each plate or bar, the upper ends of said plates or bars, being connected by side rods or bars, and said side rods being connected by a cross-rod, with which is connected a rod which extends longitudinally of the car or truck, and is provided at each end with a lever by which it is operated, and means for locking the plates or bars connected with the axles and provided with wheels at their lower ends, in a vertical position, whereby they are adapted to receive the weight of the car or truck, consisting of vertically-movable locking-bolts which are mounted in hangers and which are adapted to operate in connection with notches or recesses formed in the upper ends of said plates or bars, and means for operating said locking-bolts, consisting of cords or chains which are connected therewith and passed over pulleys in the upper ends of said hangers, said cords or chains being passed along the bottom of the car or truck, to near the center thereof, and around pulleys supported therefrom, and connected near the center of the car or truck, and provided with a similar cord, or chain which is connected therewith, and which extends in opposite directions to each end of the car or truck, substantially as shown and described.

5. The combination with a car or truck, of a frame pivotally connected with the axles thereof, and provided with supplemental or auxiliary wheel arranged adjacent to each of the main wheels, said supplemental or auxiliary wheels being adapted to run upon a side-track, the rails of which are higher than the main track, and means for operating said frame, substantially as shown and described.

6. The combination with a car or truck, of a frame pivotally connected with the axles thereof, and provided with supplemental or auxiliary wheel arranged adjacent to each of the main wheels, said supplemental or aux-

iliary wheels being adapted to run upon a side-track, the rails of which are higher than the main track, and means for operating said frame, consisting of a longitudinal rod which is connected centrally therewith, and provided with levers which extend upwardly at each end of the car or truck, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 26th day of February, 1896.

HENRY G. WESEMANN.

Witnesses:
C. G. MILLIN,
C. GERST.