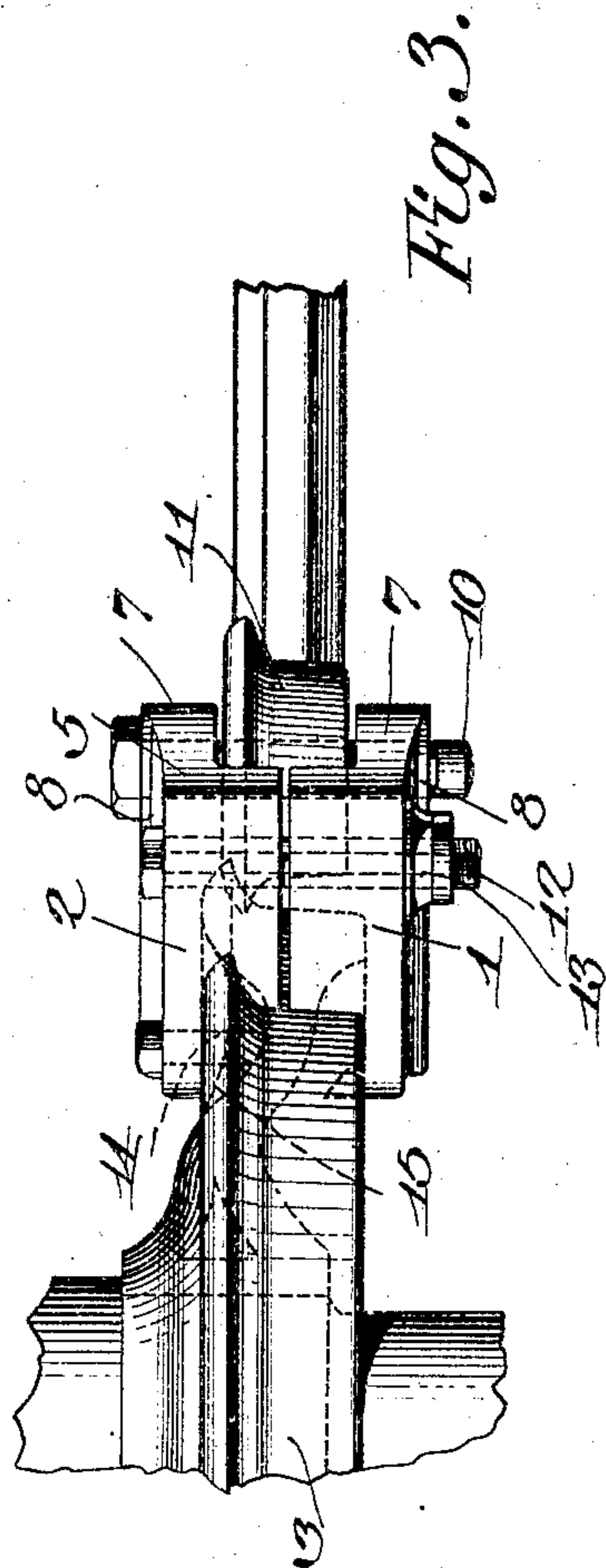
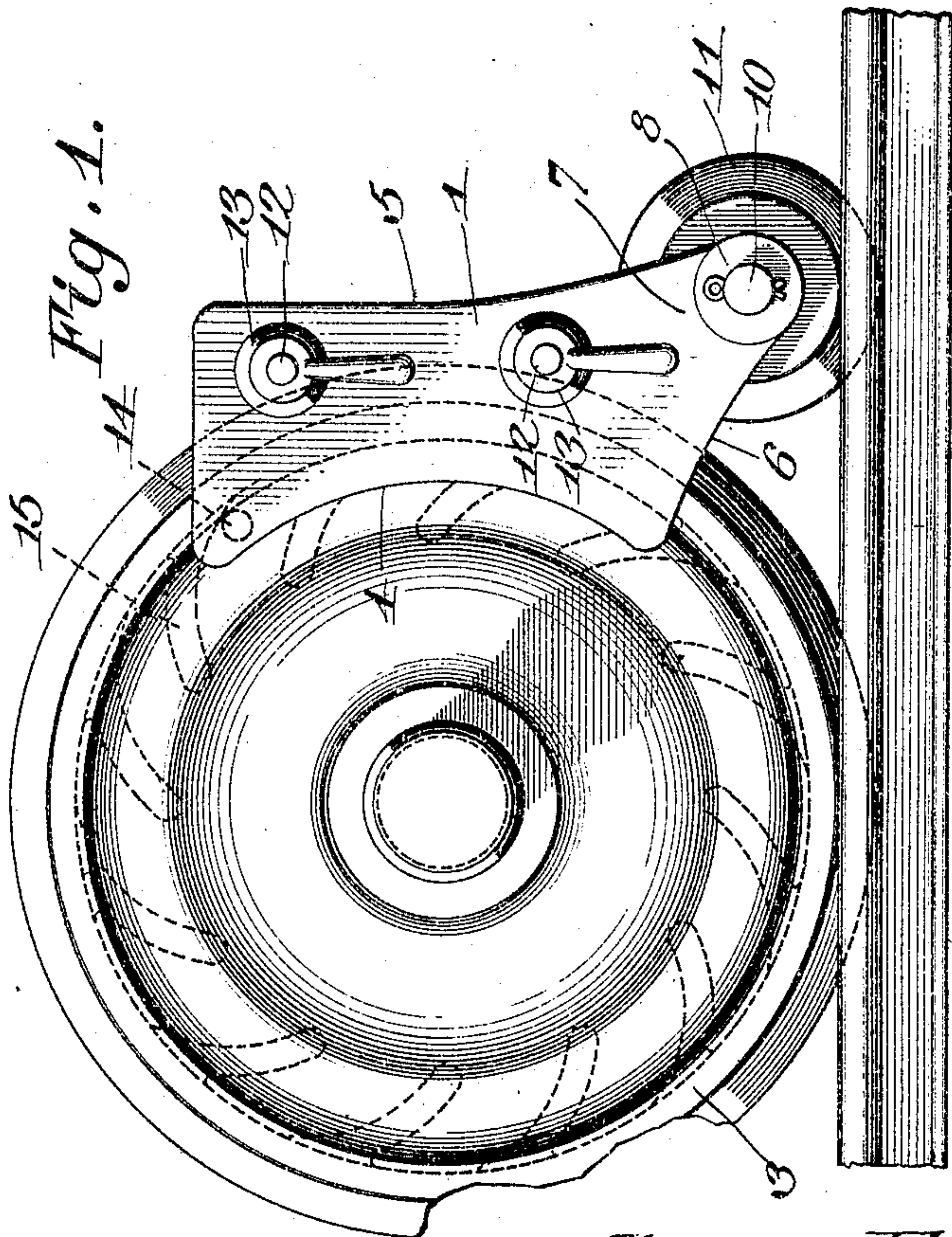
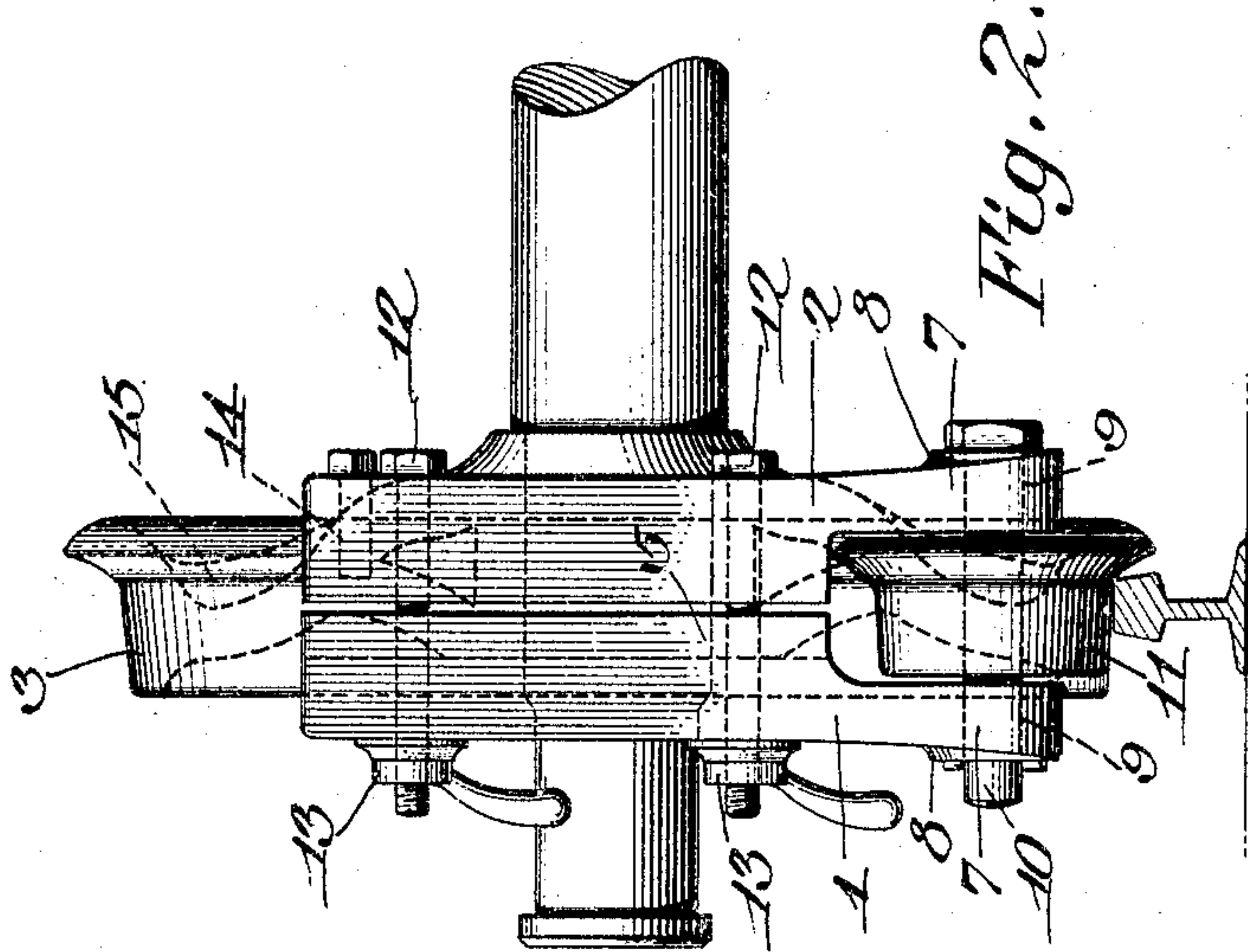


No. 788,460.

PATENTED APR. 25, 1905.

G. F. FIELDS.  
WHEEL CLAMP.

APPLICATION FILED FEB. 11, 1905.



Witnesses  
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# UNITED STATES PATENT OFFICE.

GEORGE FINNES FIELDS, OF PADUCAH, KENTUCKY.

## WHEEL-CLAMP.

SPECIFICATION forming part of Letters Patent No. 788,460, dated April 25, 1905.

Application filed February 11, 1905. Serial No. 245,257.

*To all whom it may concern:*

Be it known that I, GEORGE FINNES FIELDS, a citizen of the United States, residing at Paducah, in the county of McCracken and State of Kentucky, have invented a new and useful Wheel-Clamp, of which the following is a specification.

This invention relates to an improved device adapted to be clamped upon or applied to wheels of railroad rolling-stock in case of certain accidents involving the breakage of the flange or the tread of the wheel, the bending of an axle, or any similar accident whereby a wheel has been temporarily or permanently disabled. In accidents of this kind it has usually been found necessary to call out a wrecking-train for the purpose of repairing the damage, and much time has been lost and expense incurred, while the road has been frequently blocked for several hours.

The object of the present invention is to enable damage of the kind referred to to be temporarily repaired sufficiently to enable the train to proceed to a siding, where damage may be repaired at leisure, thus avoiding the necessity for delaying other trains.

With these ends in view the invention consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of embodiment of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had within the scope of the invention and without departing from the spirit or sacrificing the efficiency of the same.

In said drawings, Figure 1 is a side elevation showing a wheel having the improved device applied thereto in position for operation. Fig. 2 is an end view of the same. Fig. 3 is a top plan view.

Corresponding parts in the several figures are indicated by like characters of reference throughout.

The improved device includes a pair of side members 1 and 2, which are made right and left, the inner sides of said side members being suitably shaped to engage the opposite faces of a car-wheel 3. The inner edges of said side members are preferably curved, as shown at 4, concentrically with the car-wheel. The outer and lower edges 5 and 6 of each of said side members are extended to form a toe 7. Said side members are preferably cast of malleable steel, and the toe portions are thickened or reinforced, as will be clearly seen in Figs. 2 and 3 of the drawings, and provided with bosses 8, surrounding registering perforations 9, through which passes an axle-pin 10, upon which is journaled a small track-wheel 11, having a tread and flange approximately equal to that of the car-wheel 3.

The side members 1 2 are connected by means of clamping-bolts 12, having tail-nuts 13, which are capable of being readily detached or applied and tightened, as may be required for the purpose of facilitating the adjustment of the device upon an injured car-wheel. The inner side member 2 is provided with a lug or projection 14 for the purpose of engaging one of the radial ribs 15 or some other permanent protuberance upon the car-wheel.

In operation the device is applied, as clearly shown in the drawings, to the forward side of the injured car-wheel. When the car is moved in a forward direction, the tendency of the wheel to rotate will cause the wheel 11 to engage the track, thus supporting the car and enabling it to be moved in safety to the nearest siding.

Having thus described the invention, what is claimed is—

1. A clamp adapted for temporary engagement with a car-wheel, and having an auxiliary wheel.

2. A device adapted for temporary engagement with a car-wheel and including clamping members, and an auxiliary wheel carried thereby.

3. A wheel, supporting means for the same, and means for securing said supporting means upon a car-wheel.



4. A device for temporarily repairing injured wheels including a wheel, supporting means for the same, and means for securing said supporting means upon the injured wheel.

5. An attachment for injured wheels including a pair of clamping members, means for clamping the same upon the injured wheel, and a wheel-carrying pin supported by said clamping members.

6. A wheel attachment comprising an auxiliary wheel, supporting means for the same, and means for mounting said supporting means upon the main wheel.

7. In a device of the class described, a pair of clamping members adapted to fit opposite sides of a wheel, means for connecting said clamping members together, and a wheel-carrying spindle supported by said side members.

8. In a device of the class described, a pair of side members adapted to engage opposite sides of a wheel, clamping means connecting said side members, an auxiliary wheel mounted upon a spindle supported by said side members, and a lug upon one of said side members engaging a permanent portion of the main wheel.

9. A pair of side members, means for clamping said side members upon a wheel, auxiliary means to prevent displacement of said side members, and an auxiliary wheel carried by the latter.

10. A pair of side members extended to form toes, a wheel-carrying spindle supported by said toes, and means for securing said side members upon a wheel.

11. A pair of side members extended to form reinforced toes having bosses and perforations, a wheel-carrying pin extending through said perforations, and means for clamping the side members upon a wheel.

12. An auxiliary-wheel-carrying clamp adapted for engagement with a wheel, and auxiliary means upon said clamp to engage a permanent portion of the wheel and to prevent displacement of said clamp.

13. An attachment for car-wheels including a rotary track-engaging member, and means for mounting said member upon the car-wheel to secure the latter against rotation.

14. An attachment for car-wheels including a rotary track-engaging member, and a clamping device adapted for detachable engagement with the car-wheel, said clamping device having supporting means for the rotary track-engaging member.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

GEORGE FINNES FIELDS.

Witnesses:

JOHN M. DUNLOP,  
J. C. MARET.