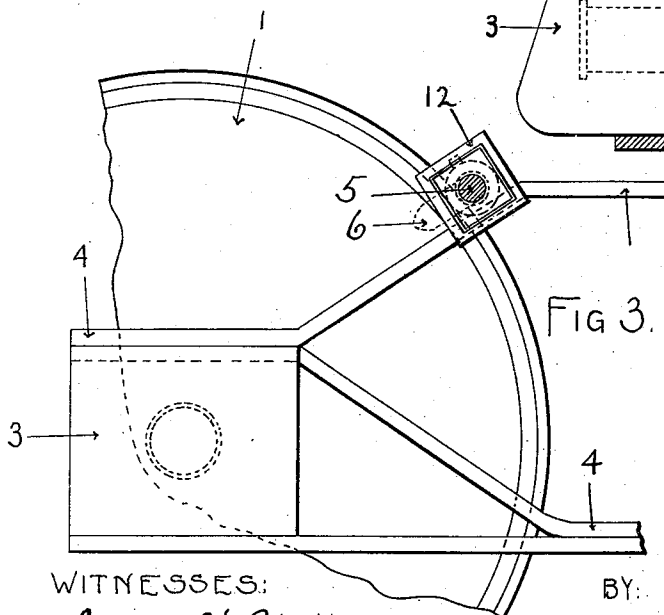
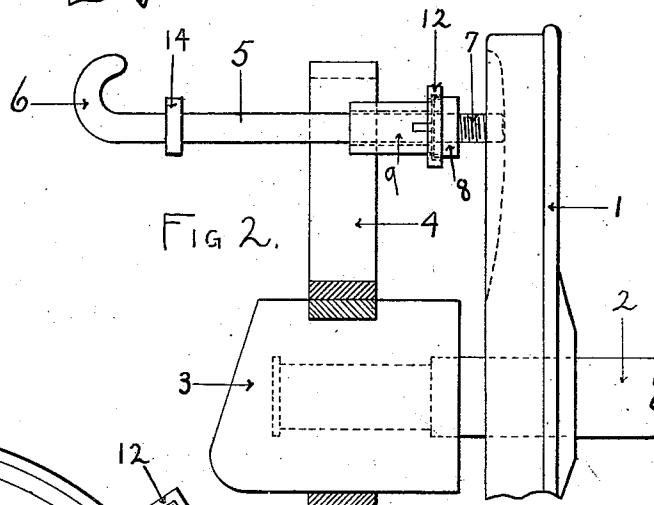
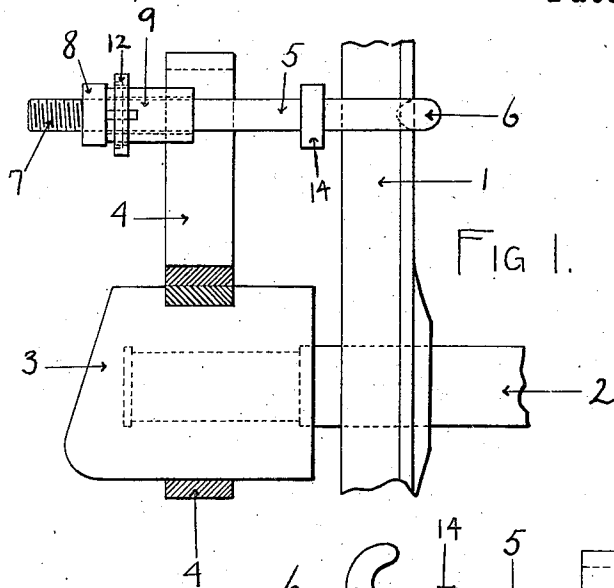


E. E. TAYLOR.
CAR WHEEL SHIFTER.

No. 558,532.

Patented Apr. 21, 1896.



WITNESSES:
James V. Rickey
A. Blume

INVENTOR:
Emory E. Taylor
BY: *PH Gunkel*
ATTORNEY.

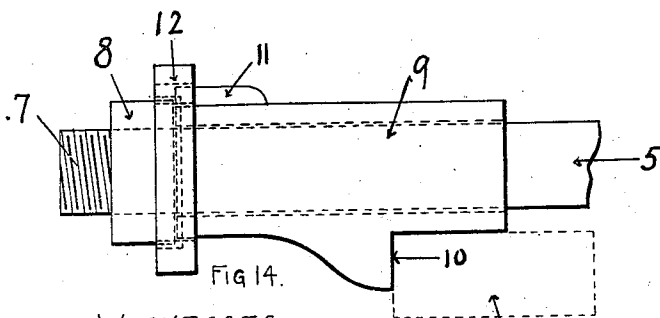
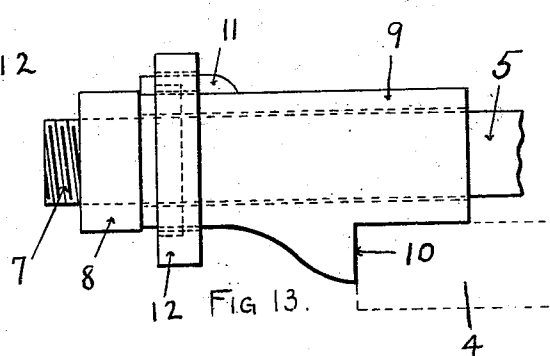
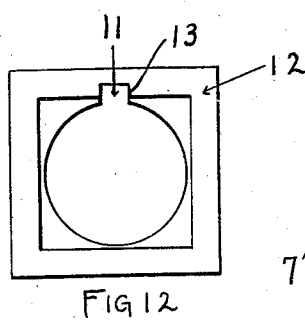
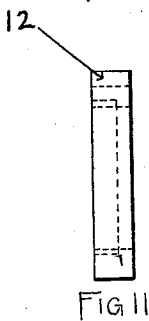
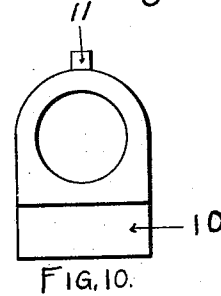
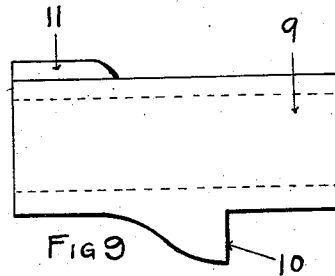
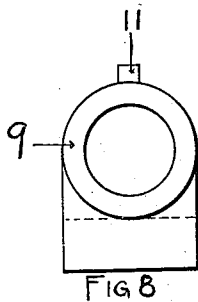
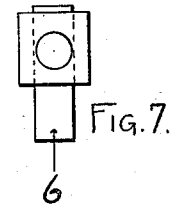
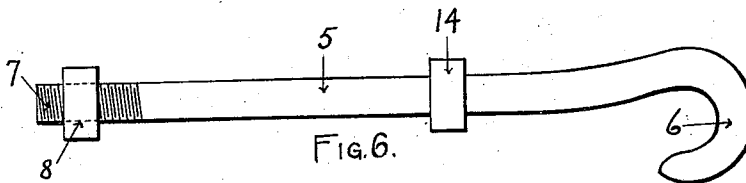
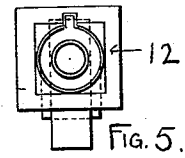
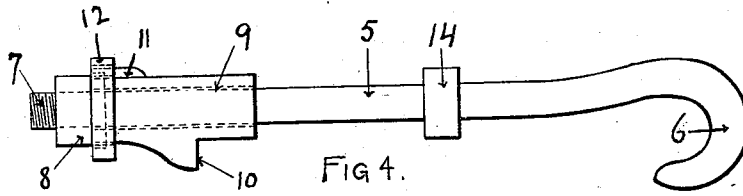
(No Model.)

2 Sheets—Sheet 2.

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WITNESSES:
James W. Rickley
R. Blum

INVENTOR:
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ATTORNEY.

UNITED STATES PATENT OFFICE.

EMERY E. TAYLOR, OF MINNEAPOLIS, MINNESOTA.

CAR-WHEEL SHIFTER.

SPECIFICATION forming part of Letters Patent No. 558,532, dated April 21, 1896.

Application filed September 16, 1895. Serial No. 562,652. (No model.)

To all whom it may concern:

Be it known that I, EMERY E. TAYLOR, a citizen of the United States, residing in the city of Minneapolis, county of Hennepin, and State of Minnesota, have invented certain new and useful Improvements in Car-Wheel Shifters, of which the following is a specification.

My invention relates to means for shifting car-wheels, and consequently their journals, inward or outward.

The object of the invention is to provide a convenient device capable of use for moving car-wheels either inward or outward and so moving their journals correspondingly in the journal-boxes, a device that is especially useful in replacing bearings or "brasses." When the brass becomes worn, its length is sometimes diminished owing to the friction due to the lateral movements of the journals while the cars are in service, and so when new brasses are to be inserted it is often difficult to fit them properly on the journals because the journal is either too near or too far from the outer end of the box. In the former case the journal (and consequently the wheels) must be pushed inward, and in the latter case outward, so that the brasses will not strike the shoulders of the journal before they are properly seated. So far as I am aware the only means heretofore commonly employed for thus shifting the wheel and its axle was a crowbar or some like tool, and such operation is difficult, inconvenient, and consumes considerable time, principally because the work must be done chiefly under the car, where it is difficult to operate the tool.

In illustration of my improvements I have shown, in Figure 1, an elevation, partly sectional, of a portion of the framework of a freight-car, a wheel, axle, &c., and my improved wheel-shifting device in position for moving the wheel outward; in Fig. 2, a similar view showing the device arranged to move the wheel inward; in Fig. 3, a side elevation showing the journal-box, a portion of the wheel, and the arch-bars constituting a portion of the framework; and in Figs. 4 to 14, inclusive, various details of the shifting device itself, to be hereinafter fully described.

In such drawings, 1 designates a car-wheel; 2, its axle; 3, its journal-box; and 4, the por-

tion of framework of a freight-car commonly known as the "arch-bar," to which the journal-box is attached.

My device for shifting the wheel and its journal (usually after the journal-box has been raised) consists of a bar 5, having a hook 6 at one end and screw-threads 7 at the other end. On the threaded end is a nut 8, and on a rounded portion next to the threaded end is a loose sleeve 9, having a shoulder 10, facing the hook, and a lug or rib 11 at its opposite or outer end. A loose nut 12, having an opening large enough to allow it to be passed over the nut 8, is placed loosely on the outer portion of the sleeve 9 and has a notch 13, within which the rib 11 engages so as to lock the nut on the sleeve, and this loose nut is capable of movement to a limited extent lengthwise of the sleeve; and on the bar 5 there may be provided a fixed nut or angular enlargement 14, adapted to be engaged by a wrench. The device thus constructed is capable of use for moving the car-wheel and its axle either inward or outward, dependent upon the manner in which the device is applied to the wheel and arch-bar.

In using the device to move a wheel outward it is applied as indicated in Figs. 1, 3, and 13—that is, the hook is made to engage the flange of the wheel and the shoulder 10 of the sleeve to engage the outside of the arch-bar 4, and the loose nut 12 is moved inward to the position indicated in Figs. 1 and 13 to free it from engagement with the nut 8, and the latter may then be turned (by a wrench or other means) and by its engagement with the end of the sleeve, the sleeve being held against the fixed frame and the hook connected to the movable wheel, the turning will serve to pull the wheel outward, as is obvious.

To move the wheel inward the device reversed is applied in the manner indicated in Figs. 2 and 14—that is, the threaded end is placed against the web or body of the wheel, while the shoulder of the sleeve engages the inner side of the frame 4. For use in this position the movable nut 12 is moved to engagement with both the sleeve and the nut 8, so that the sleeve and both nuts are locked together. The bar 5 may then be turned by a wrench or other device engaging the angular part 14 or the bar itself to turn the threaded

portion in the nut 8, so as to move the wheel inward. Thus the one simple device may be utilized for the alternate purposes of readily moving journals inward or outward to expedite the changing of brasses or for any other purpose for which such movement may be desired, and its usefulness is chiefly in connection with cars that are in service and for the purpose of replacing brasses in cases where there are "hot boxes," or when for any other reason it is desired to shift the journals of car-axles in their boxes while the cars are on the track.

Having described my invention, what I claim is—

1. A car-wheel shifter comprising a bar having one end hooked and the other screw-threaded, a threaded nut on the latter, a sleeve intermediate the ends providing a shoulder, and a slidable nut adapted to engage either or both the threaded nut and the sleeve to hold them in locked or unlocked relationship, substantially as set forth.

2. A shifter for moving a car-wheel and its journal outward, consisting of a bar having a hook for engaging the wheel, an adjustable member having a shoulder for engaging a portion of the car-frame, a screw-threaded outer end and a nut thereon for engaging such adjustable member to pull the wheel outward, substantially as set forth.

3. A shifter for moving a car-wheel and its journal inward, consisting of a bar having a threaded end and a nut thereon, an adjustable sleeve provided with a shoulder for engaging a portion of the car-frame while the threaded end engages the wheel, and a locking device for locking said nut and sleeve, whereby the wheel may be moved inward by the turning of the bar, substantially as set forth.

EMERY E. TAYLOR.

Witnesses:

R. BLUME,
P. H. GUNCKEL.