

C. D. TISDALE.

Connecting and Disconnecting Car-Bodies and Trucks.

No. 139,835

Patented June 10, 1873.

Fig. 2

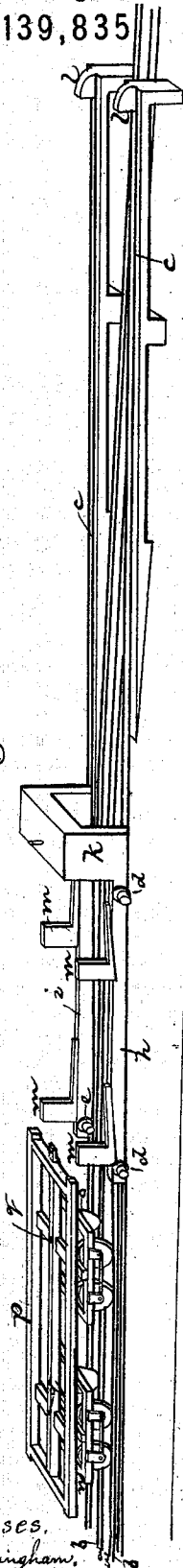


Fig. 3

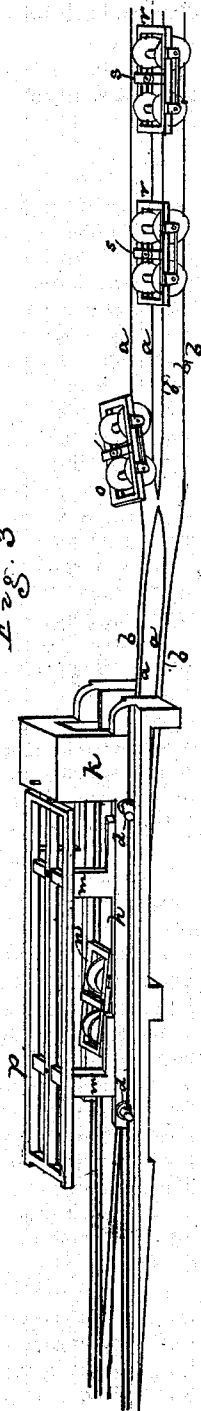
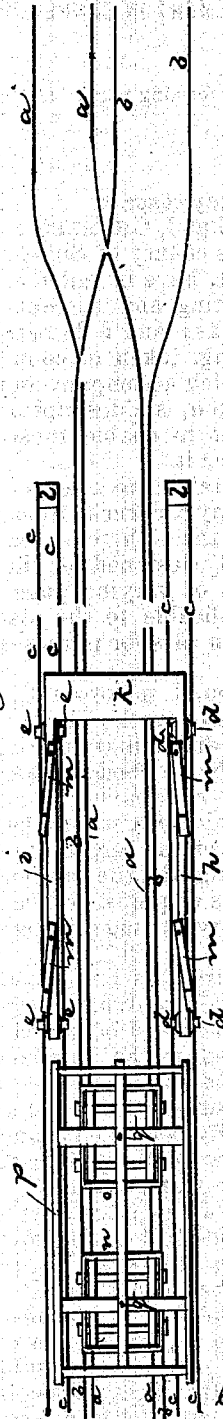


Fig. 1



Witnesses.  
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CHARLES D. TISDALE, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO HIMSELF  
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## IMPROVEMENT IN CONNECTING AND DISCONNECTING CAR-BODIES AND TRUCKS.

Specification forming part of Letters Patent No. **139,835**, dated June 10, 1873; application filed  
March 15, 1873.

*To all whom it may concern:*

Be it known that I, CHARLES D. TISDALE, of Boston, in the county of Suffolk and State of Massachusetts, have invented an Improvement in Connecting and Disconnecting Car-Bodies and Trucks; and I do hereby declare that the following, taken in connection with the drawings which accompany and form part of this specification, is a description of my invention sufficient to enable those skilled in the art to practice it.

The invention relates to a new means of disconnecting railway car-trucks from car-bodies, and connecting them thereto, the invention being particularly designed for changing car-trucks for tracks of varying gage, but being equally well applicable to the disconnection of car-trucks from cars for purposes of repair, &c.

In my invention, I make on the opposite sides of the track or tracks an auxiliary track upon which runs an auxiliary carriage designed to support the car-body, (when the car-trucks drop,) this track having blocks or equivalent devices, which are or may be swung in under the beams of the car, so that when the car-trucks drop slightly, the car-body will rest upon these blocks or props, and be supported upon the auxiliary carriage instead of upon the trucks.

The auxiliary track is on the same grade with the main track, and has a short extension from the inner end of which the main rails descend, and as the auxiliary carriage is drawn over this extension, the trucks, unbolted from the car-body, descend and disconnect from the body, leaving it supported by, and only by, the auxiliary carriage, which may be called the transfer-truck.

For wide and narrow gages, the tracks for both gages run side by side, the narrow track rails between the others, for a distance corresponding to the length of the auxiliary track, and, at the foot of the inclines, they may diverge into separate tracks. By this construction, the car, whether supported by the narrow or wide gage trucks, is brought over the transfer-truck, or into position where such truck may be brought under it, and then the trucks are disconnected from the body,

leaving it supported upon the transfer-truck, the trucks for the other gage being then brought under the car-body, while the transfer-truck is on the extension of the auxiliary rails, the body being raised by the car-trucks as they and the transfer-trucks roll from the extension to the other part of the auxiliary track, and the blocks or props being then swung outward (if necessary) to permit the transfer-truck to be withdrawn. My invention consists primarily, in the transfer-truck and track, in combination with the rails of a single track, or with the rails of tracks varying in gage.

The drawing represents a transfer-truck and track in connection with two tracks of varying gage.

Figure 1 shows the tracks and trucks in plan. Figs. 2 and 3 are perspective elevations.

*a a* denote the rails of a narrow-gage track, *b b* the rails of a broad-gage track, the tracks being shown as running side by side at one end of the drawing, and the narrow rails as lying within the broad rails at the other end of the drawing. Outside of the rails *b b*, where they run adjacent to the rails *a a*, is an auxiliary track, each side of which track I prefer to make of two rails, *c c*, upon which run pairs of wheels *d e*, supported upon gudgeons extending from beams *h i*, which beams, in connection with the wheels *d e*, and a head, *k*, form an auxiliary or transfer truck, running upon the rails of the auxiliary track. This transfer-truck is open, or has no cross-beams except the head *k*, and this head is elevated so that the car-trucks may readily run between the beams *h i* and under the head. The transfer-truck is extended forward to two stationary bunters, *l*, and between the extended rails the track rails *a b* incline downward, diverging at the foot of the incline, as seen at Fig. 2. Upon the beams *h i* of the transfer-truck are blocks or jacks, *m*, which may be so fixed as to reach under the beams of the car-body when a car is between the beams, *h i*, but which are preferably made to swing inwardly on pivots, so as to be thrown under the beams of the car-body, as occasion may require. When a car-body, is to be separated

from its trucks for transfer to other trucks, or for other purpose, the transfer-truck is held stationary by any suitable means, and the car is run up to it, so that the trucks *n o* of the car-body frame *p* come between the beams *h i* of the transfer-truck, the car being then shackled to the head *k* of the transfer-truck. The jacks *m* are then thrown under the beams *h i*, if not already brought under by the relative position of the car-body and the beams *h i*. Then the transfer-truck is drawn up to or toward the bunters or stops *l*, drawing with it the car-body and its trucks *n o*. But as the trucks *n o* come upon the inclined rails, they gradually disconnect from the body or from the bolts *q*, and run down the inclines off on to the side-track rails, as seen at Fig. 3. The car-trucks *r* of the other track are then ready for connection to the car-body, which

connection is effected by drawing them up to the car-body, until the bolts *q* can enter the cross-beams *s*, and then running the body and trucks together until the trucks are in position to sustain the car, the jacks *m* being then thrown outward if necessary.

I claim—

1. The transfer-truck *k* and the auxiliary track, in combination with the main track, substantially as described.

2. In combination with the transfer-truck *k*, the swinging jack-blocks *m*, substantially as shown and described.

Executed this 13th day of February, A. D. 1873.

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Witnesses:

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