

No. 833,924.

PATENTED OCT. 23, 1906.

A. D. HANNA.
TRUCK.

APPLICATION FILED MAR. 6, 1906.

2 SHEETS—SHEET 1.

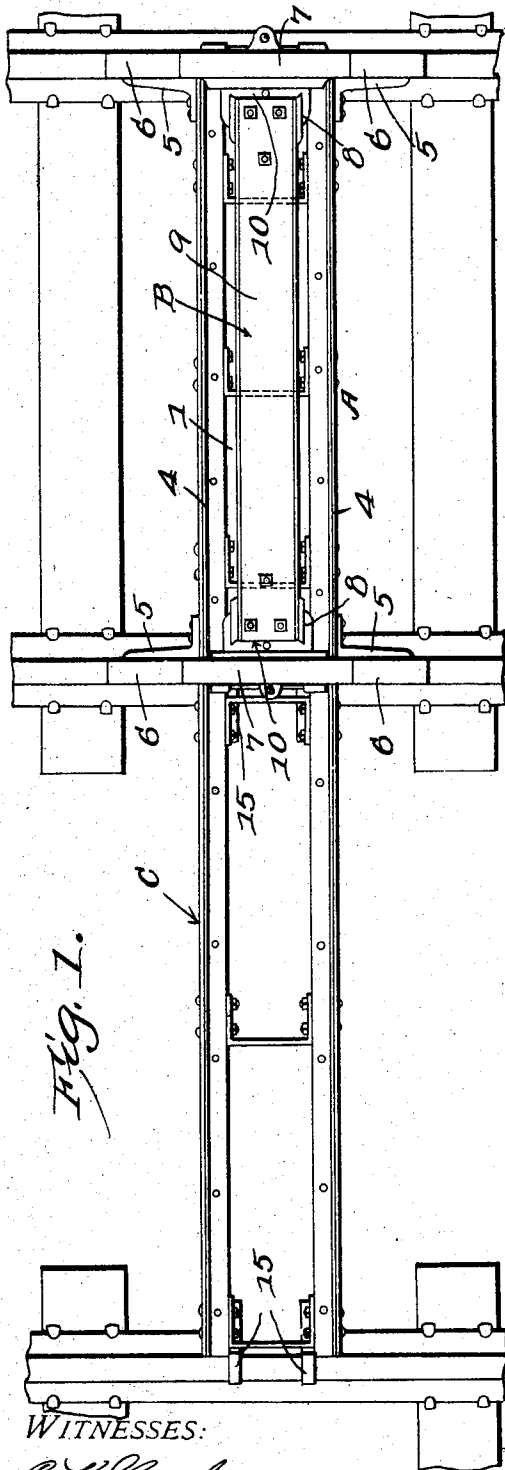


Fig. 1.

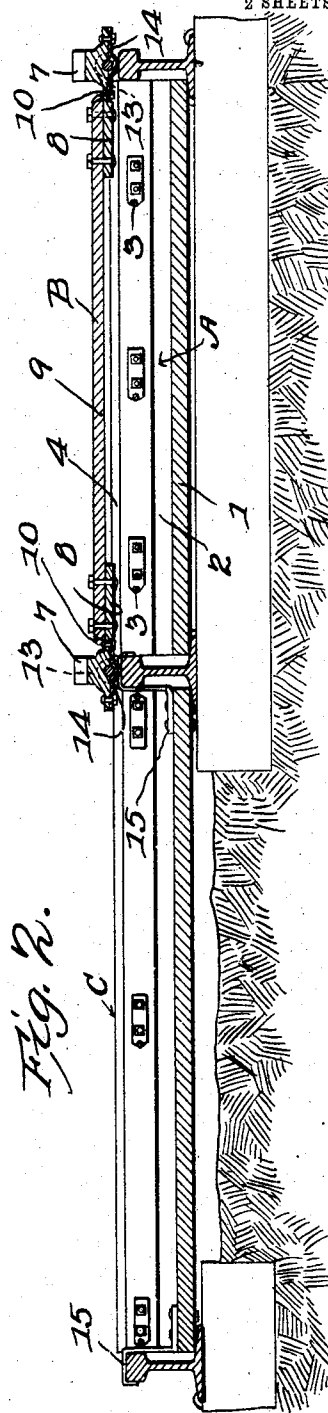


Fig. 2.

WITNESSES:

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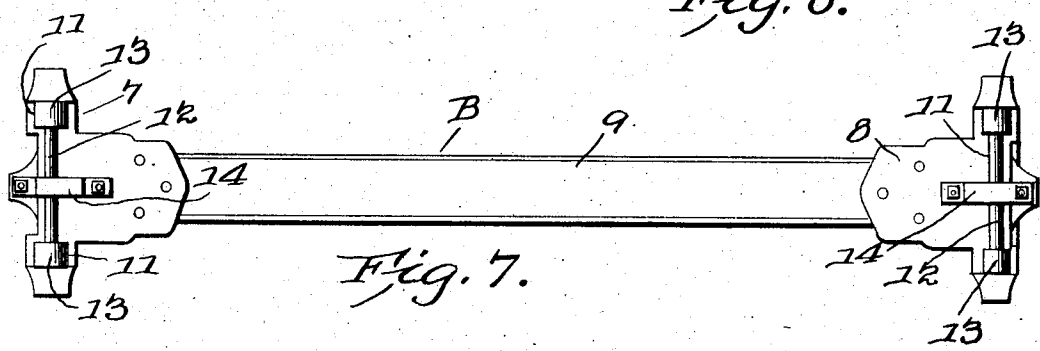
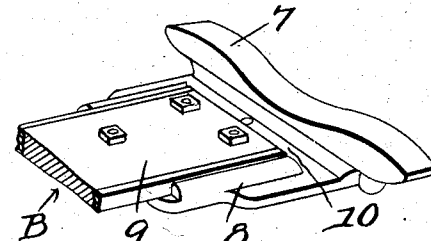
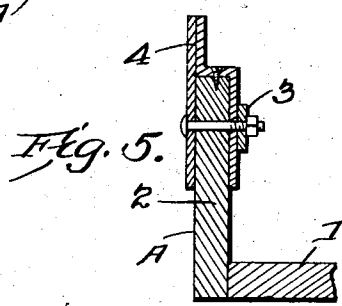
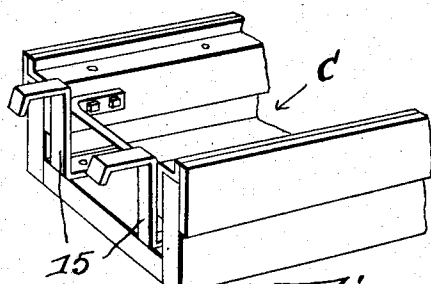
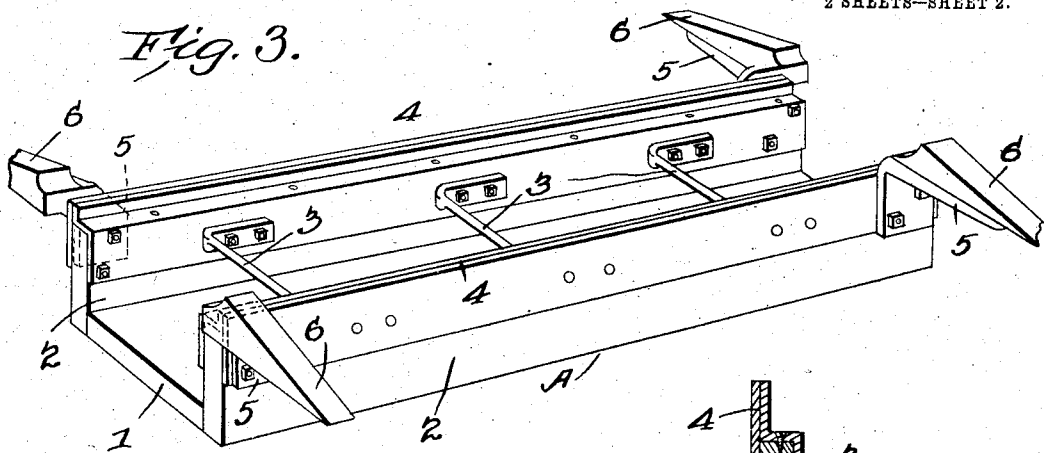
Albert D. Hanna, INVENTOR.

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2 SHEETS—SHEET 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ALBERT D. HANNA, OF DENNISON, OHIO.

TRUCK.

No. 833,924.

Specification of Letters Patent.

Patented Oct. 23, 1906.

Application filed March 6, 1906. Serial No. 304,553.

To all whom it may concern:

Be it known that I, ALBERT D. HANNA, a citizen of the United States, residing at Dennison, in the county of Tuscarawas and State of Ohio, have invented a new and useful Truck, of which the following is a specification.

This invention relates to trucks for removing wheels from under cars; and the object of the invention is to provide a device of this character which is a very simple construction and which can be readily placed in position beneath a car and receive the wheels thereof.

A still further object is to provide a truck which can be used for conveying the car's wheels from one track to another.

With the above and other objects in view the invention consists of a track-section adapted to be placed between the rails on which a car is mounted, and this track-section has inclines which overlap the rails and serve to guide the detached wheels onto a carrier which is mounted on and adapted to move longitudinally of the track-section. Any suitable number of these track-sections may be utilized for the purpose of guiding the carrier any desired distance.

The invention also consists of certain other novel features of construction and combinations of parts which will be hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings is shown the preferred form of the invention.

In said drawings, Figure 1 is a plan view of the device in position to receive car-wheels. Fig. 2 is a longitudinal section therethrough. Fig. 3 is a perspective view of the main track-section. Fig. 4 is a detail view of one end of the other track-section. Fig. 5 is a section through a portion of one of the track-sections. Fig. 6 is a perspective view of one end of the carrier, and Fig. 7 is a bottom plan view thereof.

Referring to the figures by characters of reference, A is a track-section consisting of a base 1 and upturned sides 2, said sides being suitably connected and braced, as by means of cross-bars 3, which may be bolted or otherwise fastened to them. The upper edges of the sides 2 have ways and guard-flanges 4 secured thereto and extending above them. Secured to each end of the track-section A are brackets 5, which extend above the ends of the flanges 4 and have integral laterally-extending arms 6, the upper faces of which

are inclined downward toward the free ends of said arms. These arms project beyond the ends of the track-section A and are so disposed that when said section is interposed between the rails of a railway-track the arms will extend longitudinally above and in contact with the rails.

Movably mounted upon the track-section A is a carrier B, which consists of heads 7 which are adapted to lie between the arms 6 at the ends of the track-section A and have their upper faces recessed to form seats for car-wheels. Inwardly-extending brackets 8 are formed with these heads and are channeled longitudinally to receive a connecting-bar 9. This bar does not extend up to the heads, but instead is spaced therefrom to form grooves 10, adapted to receive the flanges of car-wheels. The bottom faces of the heads are provided with recesses 11, in which are mounted rollers 12. The ends of these rollers are enlarged, as shown at 13, and are seated within enlarged portions of recesses 11, so that longitudinal movement of the rollers is prevented. A keeper 14 in the form of a metal strap is secured to each head 7 and extends across the center of roller 12, so as to hold the roller within its recess. These rollers are adapted to bear upon the ways secured to the upper edges of sides 2 of the track-section A and are prevented from being displaced by the flanges 4.

In addition to the track-section A one or more other track-sections C may be employed. Each of these sections C is similar to section A with the exception that the brackets 5 and arms 6 are dispensed with. In lieu thereof hooked arms 15 extend from one end of the section C and are adapted to extend over and engage the top of a railroad-rail.

If it is desired to remove a pair of wheels from under a car because of injury thereto or for any other reason, the end of the car is raised in any suitable manner, so as to permit the wheels to be disconnected therefrom. The track-section A is then placed between the rails at right angles thereto, and the arms 6 will overlap the rails. The carrier B is then positioned with its heads 7 between arms 6. The detached wheels are then rolled up the inclines formed by the arms 6 and are seated upon the recessed heads 7. A track-section C is then placed in alinement with the section A and with its hooks 15 engaging the rail. This section C is of a sufficient

length to extend from one track to another. After the section C has been placed in position the carrier B, with the wheels thereon, is pushed longitudinally along the track-section A and onto the section B. This movement is of course greatly facilitated by the rollers 12. After the carrier has moved off of the section A said section is removed and placed upon the track located at the other end of the section C, and by continuing the movement of the carrier it will arrive in position above said track, with its heads 7 in position above the rails thereof. The wheels can then be pushed off of the heads and down the inclines onto the rails. A new pair of wheels can now be placed on the carrier, and by reversing the operation hereinbefore described the wheels can be brought into position beneath the car.

By using a device of this character a change of car-wheels can be made in about one-quarter of the time ordinarily required. Moreover, no expensive apparatus is utilized for producing this result, and therefore the device can be easily employed in all forms of car barns and sheds, as well as at any point in the open.

If desired, the ends of the track-section *a* can be beveled, so as to permit them to extend over any bolts or angle-bars which may be located adjacent the track-rails.

What is claimed is—

1. The combination with a track-section adapted to be seated between rails and means upstanding from the ends of the section for overlapping said rails; of a carrier mounted on the track-section.

2. The combination with a track-section having inclines thereon adapted to overlap rails; of a carrier movably mounted upon the section and adapted to be interposed between the inclines.

3. The combination with a track-section having inclines thereon adapted to overlap rails; of connected heads movably mounted upon the section and adapted to be interposed between the inclines.

4. The combination with a track-section having inclines thereon adapted to overlap rails; of connected recessed heads movably mounted upon the sections and adapted to align with the inclines.

5. The combination with a track-section having alining oppositely-extending inclines at the ends thereof; of a longitudinally-movable carrier supported by the track-section and movable between the inclines.

6. The combination with a track-section having alining oppositely-extending inclines at the ends thereof and extending beyond

the track-section; of a carrier longitudinally movable upon the track-section and comprising recessed heads adapted to align with the inclines and a connecting-bar secured to the heads.

7. The combination with a track-section having oppositely-extending alining inclines at the ends thereof; of a carrier longitudinally movable upon the track-section and comprising recessed heads, rollers connected thereto bearing upon the track-section and a connecting-bar secured to the heads.

8. A device of the character described comprising a track-section forming ways, flanges extending above the section, oppositely-extending alining inclines at, and extending beyond the ends of the track-section, and a carrier movable longitudinally and upon the track-section and comprising recessed heads adapted to align with the inclines, rollers seated within the heads and bearing upon the track-section between its flanges, and a connecting-bar secured to the heads.

9. A device of the character described comprising a sectional track, recessed heads movable thereon, rollers seated within the heads and bearing on the tracks, and a connecting-bar secured to the heads and spaced therefrom at its ends to form wheel-flange-receiving grooves.

10. In a device of the character described a track-section comprising a base, upstanding sides having ways at their upper edges, braces connecting the sides, and guard-flanges extending above and longitudinally of the sides.

11. In a device of the character described a track-section comprising a base, upstanding sides the upper edges thereof having ways, braces connecting the sides, and guard-flanges extending above and longitudinally of the sides, brackets secured to the ends of the sides and oppositely-extending alining inclines upon the brackets and above the flanges.

12. In a device of the character described a carrier comprising heads having recesses in one face, rollers seated in the opposite faces of the heads, channeled brackets extending from the heads, and a connecting-bar secured within the channels and spaced from the heads to form grooves.

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

ALBERT D. HANNA.

Witnesses:

DAVID R. WEST,
KATHERINE BRAINERD.