

Sept. 30, 1930.

I. S. CARPENTER

1,776,884

CAR LIFTING MEANS

Filed June 26, 1929

2 Sheets-Sheet 1

Fig. 1.

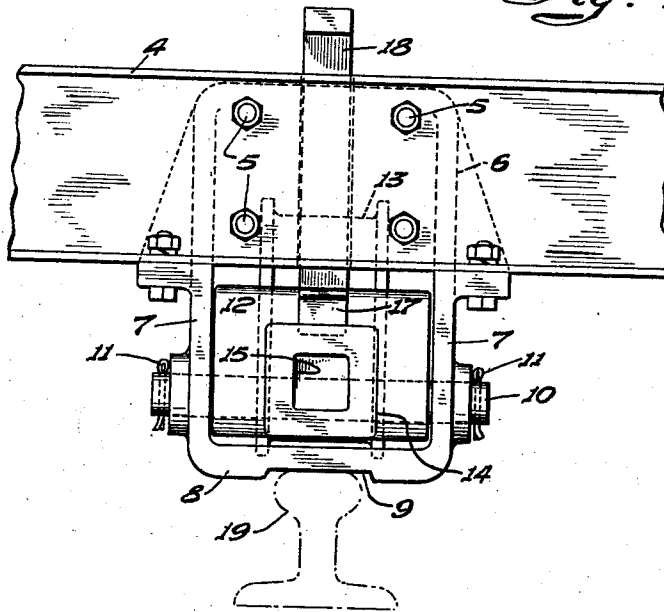
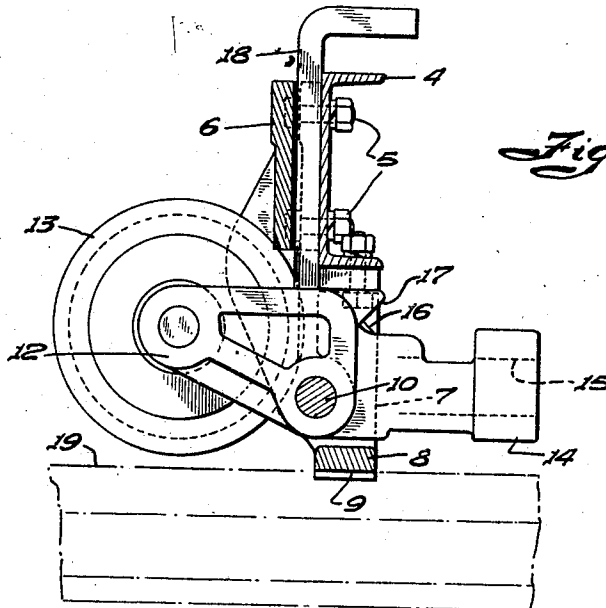


Fig. 2.



Inventor

IVAN S. CARPENTER

By

R. H. Miller

Attorney

Sept. 30, 1930.

I. S. CARPENTER

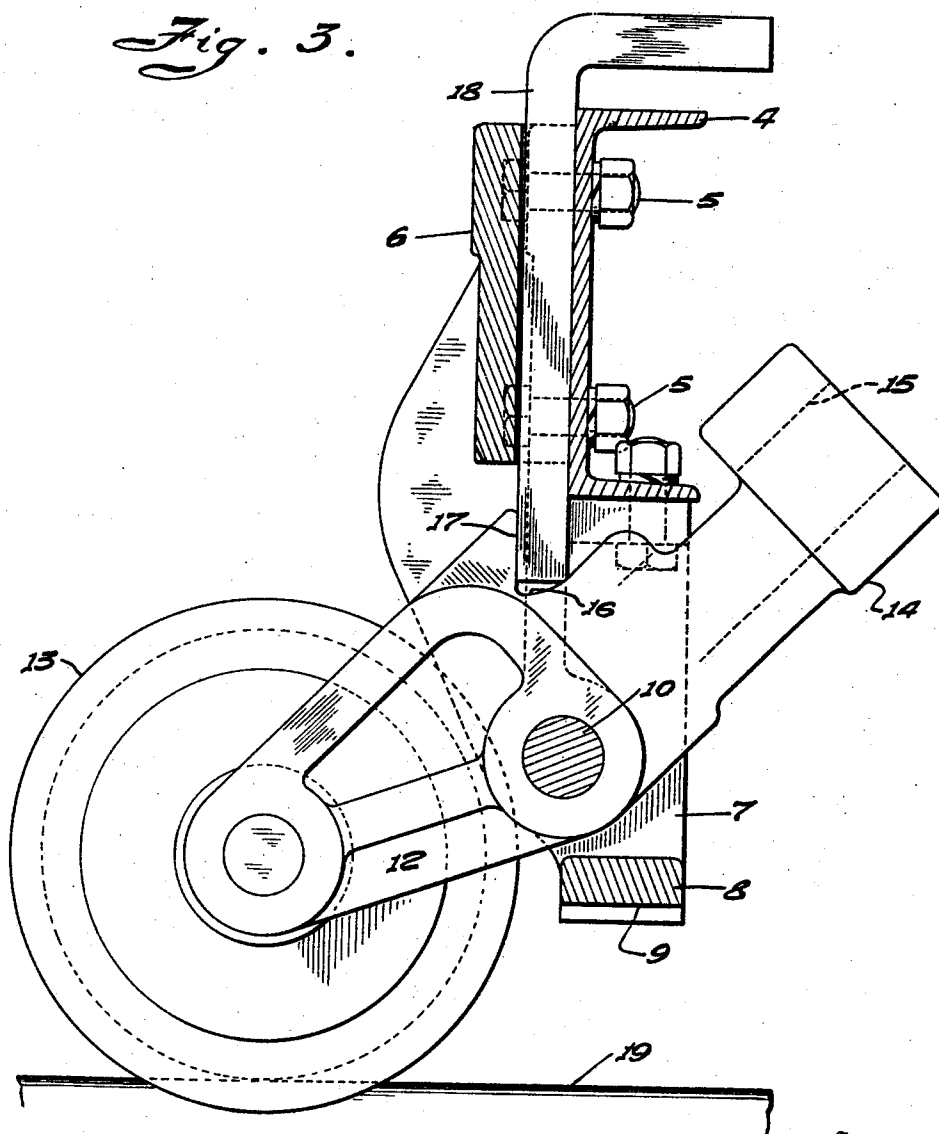
1,776,884

CAR LIFTING MEANS

Filed June 26, 1929

2 Sheets-Sheet 2

Fig. 3.



Inventor
IVAN S. CARPENTER

ಪೆಚ್ಚು

B. H. Baker

Attorney

UNITED STATES PATENT OFFICE

IVAN S. CARPENTER, OF DENVER, COLORADO, ASSIGNOR TO GARDNER-DENVER COMPANY, OF DENVER, COLORADO, A CORPORATION OF DELAWARE

CAR-LIFTING MEANS

Application filed June 26, 1929. Serial No. 373,760.

The present invention relates to railway car structures of the type used for transporting apparatus for track work, and which is intended to be shifted from the track to a position at one side of the same. It may carry an air compressor for operating pneumatic tools, or be employed for any other analogous purpose.

The object of the present invention is to provide a novel support for permitting the lateral shifting of the car from the main track and for holding it when so shifted. As the general type of structure is well known in the art and may be exemplified, for instance, by the patent to Krausch and Weber, No. 1,248,676, Dec. 4, 1917, it is believed to be unnecessary to set forth the entire car in detail.

In the accompanying drawings:

Figure 1 is a side elevation of a portion of the car frame and one of the novel supports.

Figure 2 is a side elevation showing the parts after the car has been laterally shifted to a position alongside the track and is fixedly positioned.

Figure 3 is a view similar to Figure 2, but showing the shift wheel in its active position.

In the embodiment disclosed, a portion of the frame of the car is shown at 4, said frame being of any well-known or desired construction, the portion shown being one of the longitudinal side bars and illustrated as of channel form. Secured to the flat face of the frame bar 4 by bolts 5 is a vertical bracket 6, which bracket has integral depending side arms 7 connected at their lower ends by a cross bar 8 constituting a supporting shoe and preferably recessed as illustrated at 9 to receive the top of the track on which it is adapted to rest.

Extending across the space between the depending arms 7 and mounted therein is a fulcrum pin 10 engaged in said arms 7 and held against detachment by cotter pins 11. On this pin 10 is fulcrumed a carrier lever 12, one arm of the lever extending inwardly beyond the frame bar 4 and bracket, and having journaled thereon a shift wheel 13.

The other arm of the lever projects outwardly as shown at 14 and is socketed as indicated at 15 to receive a suitable actuating handle bar. The upper central portion of the lever 12 above its fulcrum is provided with a notch 16, one side wall of which constitutes a stop shoulder 17. The bracket 6 is provided with a vertically slidable latch or bolt 18 that is adapted to ride on the upper side of the lever and drop into the notch when the lever has been swung to a position to depress the wheel 13. The lever is so constructed, however, that the weight of the arm 14 is sufficient to overbalance the opposite arm and the wheel 13 so that the tendency of said lever is to take the position shown in Figure 2 with the wheel 13 elevated and therefore it is unnecessary to lock the wheel 13 in its elevated position.

With the present structure therefore when the car is located on the main track of a railway, the shift wheels 13 are obviously elevated and the car is moved along the track on its usual wheels. When, however, it is desired to shift the car from the track the usual lateral track sections indicated at 19 are laid, handle bars are placed in the sockets 15 and the wheels 13 are depressed until they ride upon the rails 19, being locked in these depressed positions by the latches 18 engaging behind the shoulders 17. The car then can be shifted to one side of the track and when it has been properly positioned the latches 18 are elevated and the wheels 13 allowed to rise with respect to the brackets or car frame. As a consequence the cross bars 8 of the brackets will move downwardly until they rest upon the rails 19, whereupon the car will have a solid fixed support.

From the foregoing, it is thought that the construction, operation and many advantages of the herein described invention will be apparent to those skilled in the art without further description and it will be understood that various changes in the size, shape, proportion and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

What I claim is:

1. In a car for railway trackwork, the combination with the supporting frame, of a transverse shift wheel carrier pivotally mounted thereon, a shift wheel journaled on the carrier and movable between an active position to movably support the frame and an inactive position, and a non-rotatable means other than the carrier and wheel to fixedly support the frame against travel when the wheel is in its inactive position.

2. In a car for railway trackwork, the combination with the supporting frame, of a bracket fixed thereto, a wheel carrier pivotally mounted on the bracket, and a shift wheel journaled on the carrier and movable between an active position to movably support the frame, and an inactive position, said bracket having a portion adapted to rest on the track when the wheel is in its inactive position for fixedly supporting the frame.

3. In a car for railway trackwork, the combination with the supporting frame, of a bracket fixed to the frame and having depending side arms and a connecting bar connecting the side arms and constituting a track-engaging supporting shoe, a carrier arm fulcrumed in the bracket above the shoe, and a shift wheel journaled on the carrier arm.

4. In a car for railway trackwork, the combination with the supporting frame, of a shift wheel carrier lever fulcrumed between its ends on the frame, and a shift wheel journaled on one arm of the lever, the other arm of the lever overbalancing the first arm and wheel, thereby acting to normally urge the wheel to its elevated and inactive position.

5. In a car for railway trackwork, the combination with the supporting frame, of a shift wheel carrier lever fulcrumed between its ends on the frame, and a shift wheel journaled on one arm of the lever, the other arm of the lever being socketed for an actuating handle, and overbalancing the first arm and wheel thereby acting to normally urge the wheel to its elevated and inactive position.

6. In a car for railway trackwork, the combination with the supporting frame, of a bracket fixed thereto and having depending side arms and a cross bar connecting the arms and constituting a track-engaging shoe, a lever fulcrumed in the bracket above the shoe, a shift wheel journaled on one arm of the lever, means for locking the lever with the wheel in depressed track-engaging position, and means for urging the lever in a direction to cause the wheel to be elevated.

In testimony whereof, I affix my signature.
IVAN S. CARPENTER.