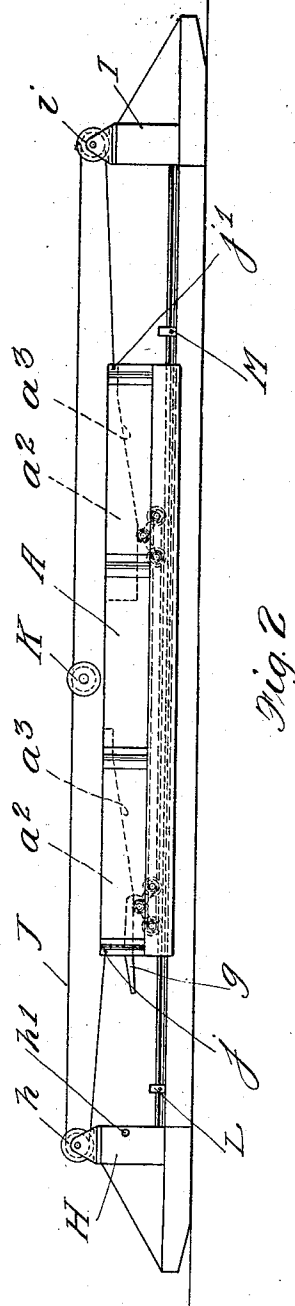
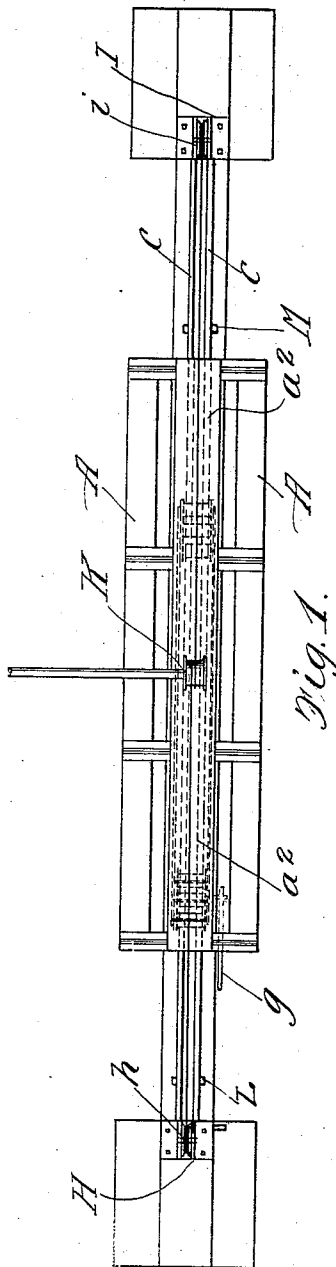


C. C. JACOBS.
 TRACK MOVING DEVICE.
 APPLICATION FILED APR. 8, 1912.

1,064,333.

Patented June 10, 1913.

3 SHEETS-SHEET 1.



Witnesses:
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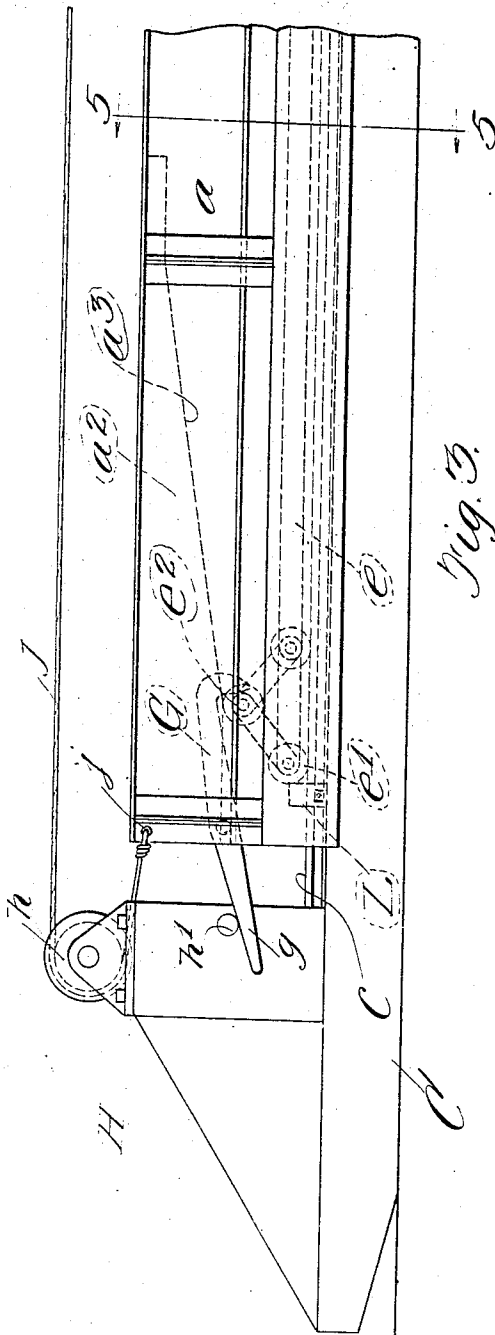


Fig. 3.

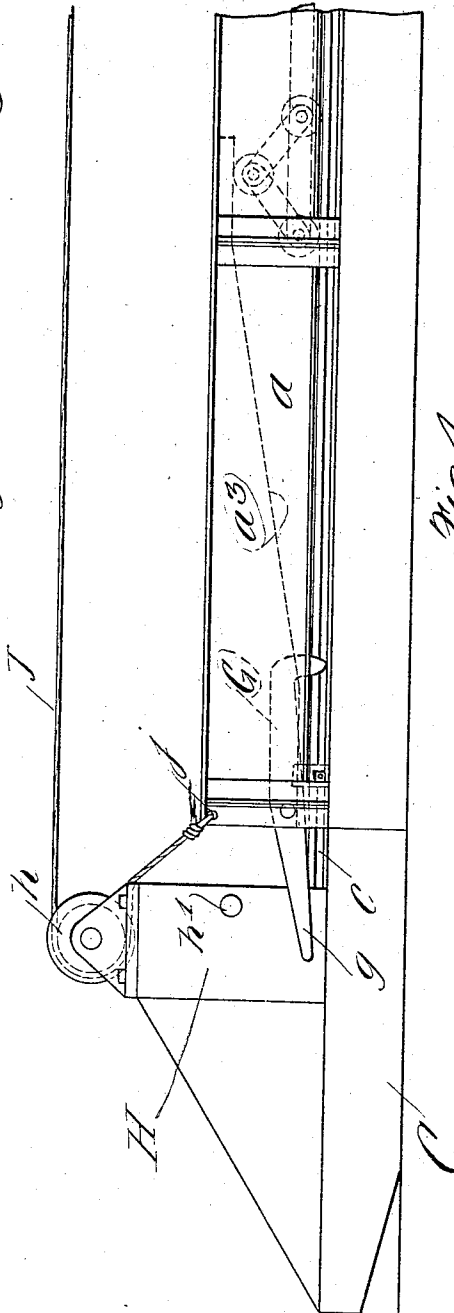


Fig. 4.

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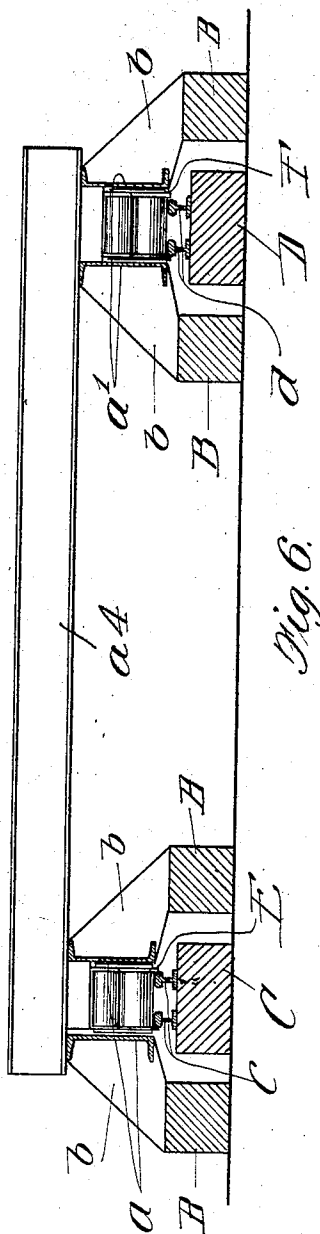
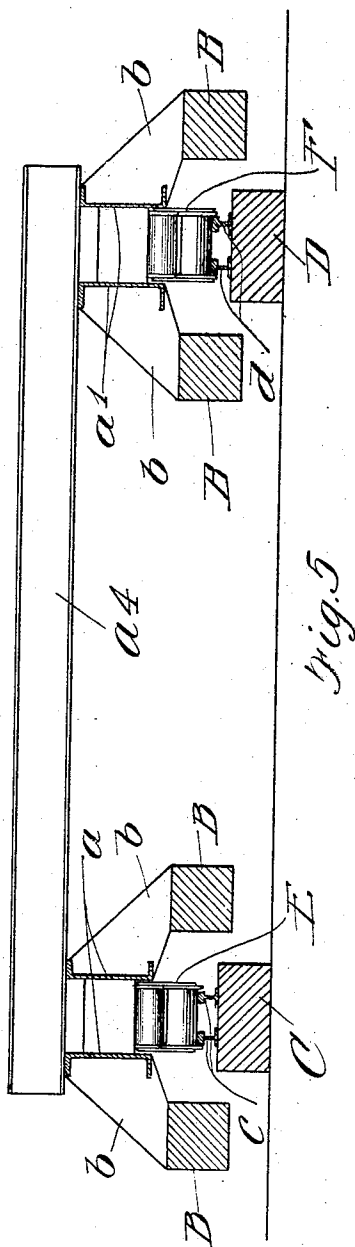
Inventor:
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C. C. JACOBS.
 TRACK MOVING DEVICE.
 APPLICATION FILED APR. 6, 1912.

1,064,333.

Patented June 10, 1913.

3 SHEETS-SHEET 3.



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UNITED STATES PATENT OFFICE.

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TRACK-MOVING DEVICE.

1,064,333.

Specification of Letters Patent.

Patented June 10, 1913.

Application filed April 6, 1912. Serial No. 688,866.

To all whom it may concern:

Be it known that I, CHARLES C. JACOBS, a citizen of the United States of America, and resident of Amboy, Lee county, Illinois, have invented a certain new and useful Improvement in Track-Moving Devices, of which the following is a specification.

My invention relates to track moving devices of the kind in which provision is made for moving a short length of track by relieving the rails of the weight of the machine or vehicle thereon and then shifting the track endwise by the operation of mechanism on the said machine or vehicle. Track shifting devices are used, for example, in connection with excavating machinery, the excavator being supported to travel on a short section of track which is shifted forward from time to time as the work progresses.

A special object is to provide a novel construction and arrangement whereby the machine or vehicle is derailed by lowering it, rather than by lifting it from the rails, when it is desired to shift the track.

Another object is to provide a track shifting device of such character that it will not be necessary to disengage the truck wheels or rollers from the rails when it is desired to shift the track.

It is also an object to provide certain details and features of improvement tending to render a track shifting device of this character more efficient and satisfactory in use.

To these and other useful ends my invention consists in matters hereinafter set forth and claimed.

In the accompanying drawings,—Figure 1 is a plan of a track-shifting device embodying the principle of my invention. Fig. 2 is a side elevation of the machine shown in Fig. 1. Fig. 3 is a side elevation, on a large scale, of the forward portion of the said track-shifting device, showing the excavating machine body supported on the rails. Fig. 4 is a similar view showing the said machine body derailed and resting on the ground. Fig. 5 is a vertical transverse section on line 5—5 in Fig. 3, showing two tracks and the two sides of the machine connected to form the body. Fig. 6 is a view similar to Fig. 5 showing the machine body resting on the ground.

As thus illustrated, my invention com-

prises a machine or vehicle body A composed of two channel irons a at one side, and a similar pair of channel irons a^1 at the other side. The members of each pair of channel irons are spaced apart by two solid blocks a^2 having inclines a^3 on the lower surfaces thereof. The parallel pairs of channel irons thus provided are connected by the transverse beams a^4 to form the body or main frame of the excavator or other machine. The shoes B are disposed parallel with and at each side of the channel irons a and a^1 , and are joined to the channel irons by brackets b , whereby when the body is lowered the weight is carried by these shoes resting on the ground.

The tracks C and D are disposed respectively below the channel irons a and a^1 and are preferably provided with rails c and d , there being two parallel rails for each track. The trucks E support the body on the rails c , and similar trucks F support the body on the rails d at the other side. The trucks E are connected by side bars e to keep them the proper distance apart, and the trucks F are likewise connected together. Each truck E has rolls or wheels e^1 that travel on the rails, and an upper roll or wheel e^2 that engages the bottom of the block a^2 ; the trucks F are similarly constructed. At their forward ends the channel irons are provided with pivoted hooks G, one for each pair of channel irons, and these hooks are adapted to engage and lock the trucks against backward movement relative to the body A of the machine. The tracks C and D have front parts H and rear parts I provided with sheaves h and i for the cable J, which latter is operated by the drum K on the machine, the ends of said cable being fastened to the front and rear ends of the body at j and j^1 , there being a cable arrangement of this kind at each side of the machine. The posts H have pins h^1 which engage the outer arms g of the hooks G when the machine has traveled forward as far as possible, whereby the tracks are unlocked from the body. The tracks are provided with front bumpers L and rear bumpers M for limiting the travel of the truck on the rails.

The mode of operation is as follows:—The cable J is operated by the drum K to draw the machine forward. When the arms g strike the pins h^1 the trucks are unlocked,

and then the trucks strike the bumpers L. The forward motion continues enough to bring the inclines a^3 on to the top rolls of the trucks, which latter are standing still, and the said trucks then move backward by reason of the wedging action of said inclines. In other words, the trucks are squeezed out from under the blocks a^2 , by the inclines on the bottom thereof, and in this way the machine body is allowed to settle down and rest upon the ground—that is to say, the shoes B are brought down upon the ground. In this way, the tracks are relieved of the weight of the machine, and by reversing the drum K a pull is exerted upon the post I, whereby the tracks are shifted ahead until the bumpers M strike the rear trucks. A continuation of this pull then results in crowding the trucks forward under the inclines a^3 , thus raising the machine onto the tracks. The hooks G then fall in place on the trucks and lock the latter to the body of the machine. The latter is now ready to move forward upon the tracks.

From the foregoing it will be seen that by my invention I provide means for shifting the tracks forward without lifting the machine. In fact, and when the machine is derailed, it is lowered to the ground. The only raising that is necessary is when the weight of the machine is returned to the tracks. Furthermore, the trucks never leave the tracks, but are always in place thereon. The machine body is in reality merely removed from and replaced upon the trucks which always remain on the rails.

What I claim as my invention is:—

1. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body.

2. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body, said means including trucks movable longitudinally of said body.

3. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body, said means including trucks which remain on the track while the said body is resting on the ground.

4. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the

track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body, said means including inclines facing downward on the said body, and trucks engaging said inclines.

5. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body, said means including inclined ways on said body, trucks adapted to move along said inclined ways to lower the body, means for locking the trucks to the body, and means for automatically releasing the trucks when the body reaches the forward end of the track.

6. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body, said means including trucks, means for locking the trucks to the body, and means for automatically releasing the trucks when the body reaches the forward end of the track.

7. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body, said means including trucks with wheels engaging the body and other wheels engaging said track.

8. A track-shifting device comprising a section of track, a body supported to travel on said track, means for lowering the body to transfer the weight thereof from the track to the ground, and mechanism for shifting the track when thus relieved of the weight of the body, said means including supporting devices interposed between the body and track and movable longitudinally of the body.

9. A track-shifting device comprising a section of track, a body supported on the track, means for taking the weight of the body off the track, and mechanism for shifting the track while relieved of the weight of the body, said means including trucks movable longitudinally of the body.

10. A track shifting device comprising a section of track, a body supported on the track, means for taking the weight of the body off the track, and mechanism for shifting the track while relieved of the weight of the body, said means including trucks which remain on the track.

11. A track-shifting device comprising a section of track, a body supported on the track, means for taking the weight of the

body off the track, and mechanism for shifting the track while relieved of the weight of the body, said means including inclined ways on the body.

means for locking the trucks to the body, means for releasing the trucks, and means on the body for causing the trucks to back up when released.

Signed by me at Chicago, Illinois, this 15th day of April, 1912.

CHARLES C. JACOBS.

Witnesses:

GEO. F. SCHMIDT,
E. H. CLEGG.

5 12. A track shifting device comprising a section of track, a body supported on the track, means for taking the weight of the body off the track, and mechanism for shifting the track while relieved of the weight
10 of the body, said means including trucks,

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."