W. L. RANKINS.

Convertible Car-Truck.

No. 203,499. Patented May 7, 1878.

Fig. 1.

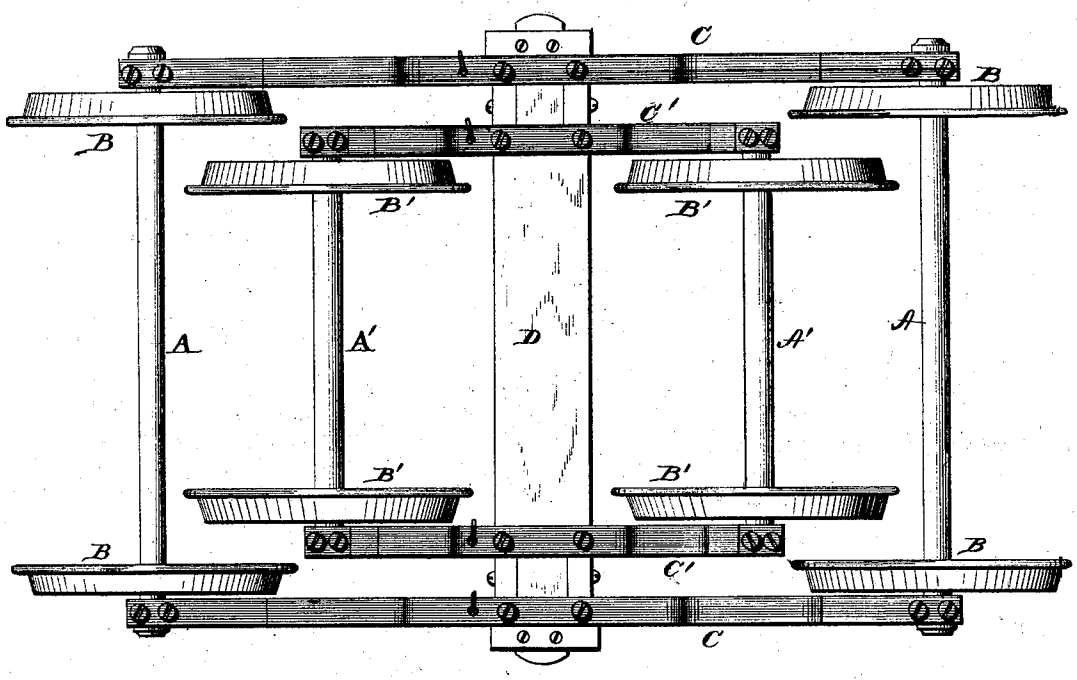


Fig. 2.

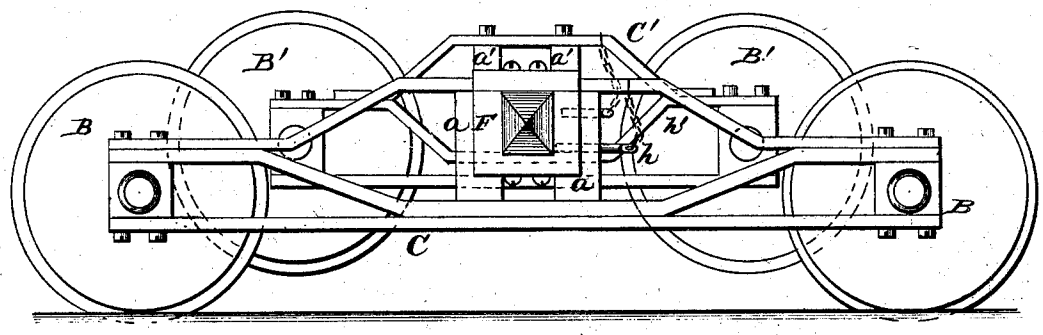


Fig. 3.

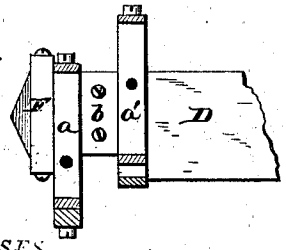
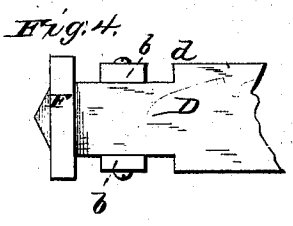


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM L. RANKINS, OF PARIS, KENTUCKY.

IMPROVEMENT IN CONVERTIBLE CAR-TRUCKS.

Specification forming part of Letters Patent No. **203,499**, dated May 7, 1878; application filed April 8, 1878.

To all whom it may concern:

Be it known that I, WILLIAM L. RANKINS, of Paris, in the county of Bourbon, and in the State of Kentucky, have invented certain new and useful Improvements in Convertible Car-Trucks; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a combined broad and narrow gage car-truck, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a plan view, and Fig. 2 a side elevation, of my invention. Figs. 3 and 4 are detailed views of a part of the cross-beam.

A A represent the axles, with wheels B B on each axle, of a broad-gage car-truck, the ends of the two axles being connected by means of suitable frames C C. A′ A′ are the axles, B′ B′ the wheels, and C′ C′ the connecting-frames, of a narrow-gage car-truck, and so constructed and arranged as to fit within the broad-gage truck. In the centers of the frames C and C′ are vertical posts *a a* and *a′ a′*, respectively, which form central vertical openings for the passage of the ends of a central cross-beam, D. Each end of this beam is cut down, as shown in Fig. 4, to form the shoulders *d d*, the reduced portion of the beam being passed through the two frames C′ and C, between their respective posts *a′* and *a*, and fitting between them, the posts *a′* of the frame C′ coming up against the shoulders *d d*.

To each side of the reduced part of the beam D, between the posts *a′* and *a*, is secured a guide, *b*, to keep them separated, and on the extreme outer end of the beam is fastened a frame or stirrup, F. The two truck-frames are therefore entirely separate and independent of each other, and can be raised and lowered on the beam, as required for a broad or narrow gage track.

In Fig. 2 is shown the smaller truck elevated and held by pins *h′*, and while the beam D is held in the bottom of the opening in the frame C by a pin, *h*, which adapts the truck to a broad gage. By reversing the position of the two trucks it is adapted to a narrow-gage track.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A railroad-car truck composed of two separate and independent sets of axles, wheels, and connecting-frames, one arranged within the other, and both adjustable upon a center cross-beam, substantially as herein set forth.

2. The combination of the two connecting-frames C C′, having vertical posts *a* and *a′*, and the beam D, having shoulders *d d*, the guides *b b*, and frame F, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 27th day of March, 1878.

WILLIAM L. RANKINS.

Witnesses:

JNO. A. MILLIGAN,

BENJ. PERRY.