

G. F. MORSE.

Changing Gauge of Car Trucks.

No. 101,758.

Patented April 12, 1870.

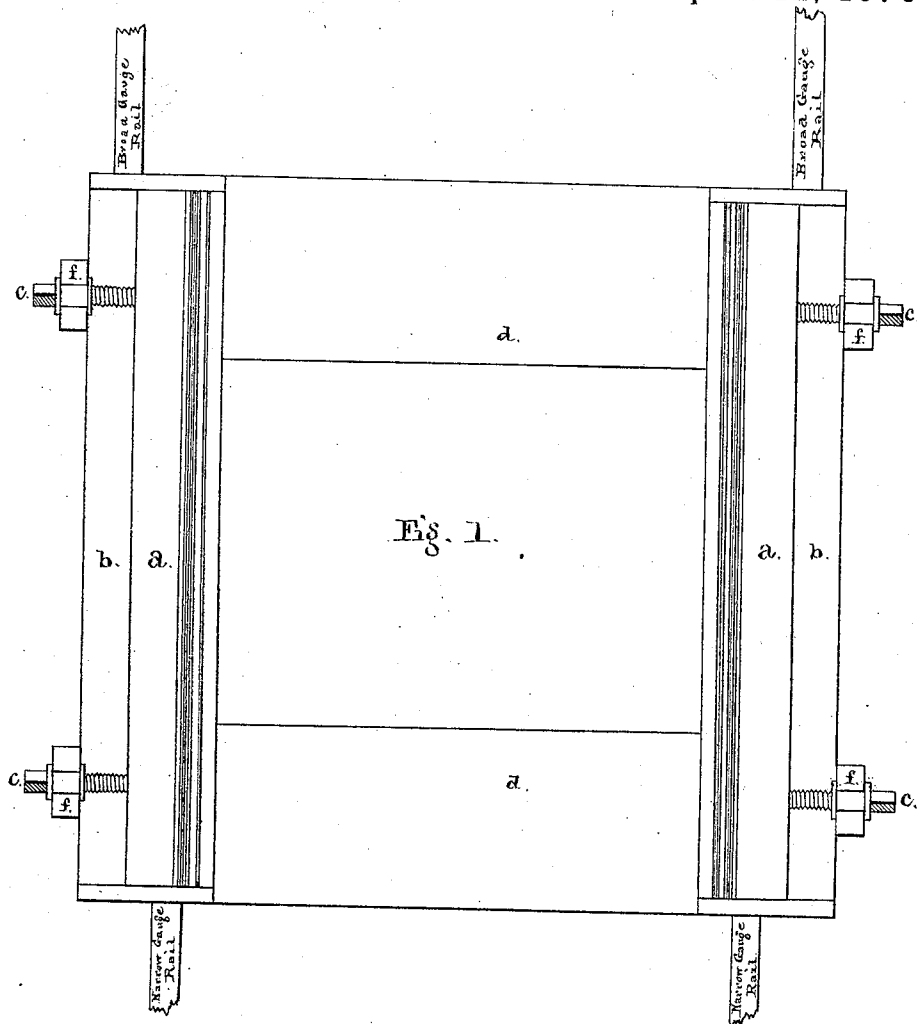


Fig. 1.

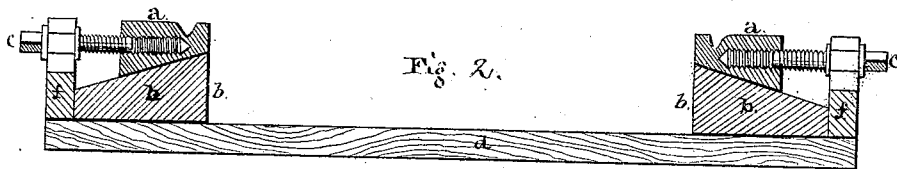


Fig. 2.

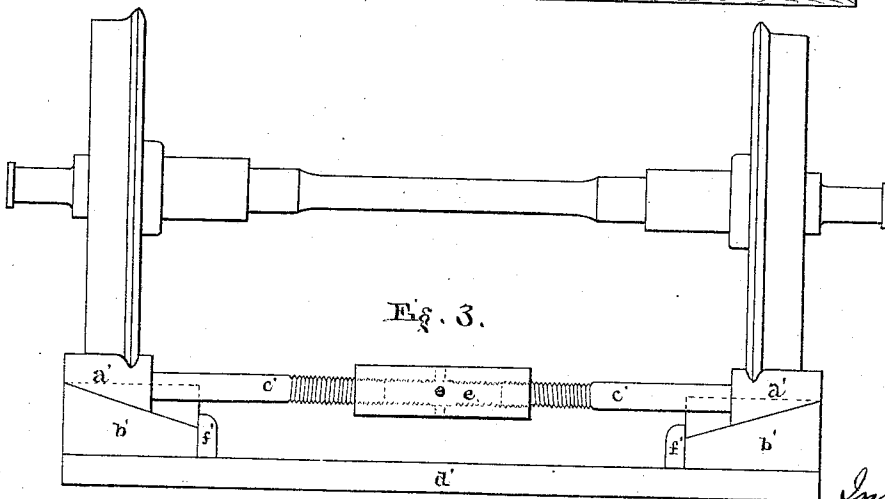


Fig. 3.

Witnesses:

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GEORGE F. MORSE, OF PORTLAND, MAINE.

Letters Patent No. 101,758, dated April 12, 1870.

IMPROVEMENT IN TABLE FOR CHANGING GAUGE OF RAILWAY-CAR TRUCKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, GEORGE F. MORSE, of Portland, in the county of Cumberland and State of Maine, have invented a new and useful Table for Changing Gauge of Changeable Gauge Car-Trucks; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable others to make and use my invention, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 is a top plan of my invention, showing the table, rails, &c.

Figure 2 is a vertical end section of the same, arranged for changing from narrow to broad.

Figure 3 shows a pair of wheels, in position for changing from broad to narrow gauge.

The purpose of my invention is to produce an arrangement of devices for the purpose of changing gauge of changeable gauge car-trucks; and

It consists in the application of inclined surfaces, whereby the weight of the car assists in changing the gauge of the trucks.

a , in figs. 1 and 2, and a' , in fig. 3, show the tracks upon which the car is run preparatory to the truck being changed.

These tracks bear upon inclined surfaces, shown by b , in figs. 1 and 2, and b' , in fig. 3.

These inclined planes b b' are confined to each other, and kept at proper distances apart by the bars d .

The tracks a are kept in their proper places by the screws c , figs. 1, 2, and 3.

The screws are confined by the stops f , (figs. 1 and 2,) and in fig. 3 the screws are represented as right and left-hand, connected by a single nut, e .

The operation of changing gauge, say from narrow to broad, (see figs. 1 and 2,) is as follows:

The truck to be changed is run upon the tracks a , which are then at the highest part of the incline. The wheels and axles are then prepared for the change, the wheels being loosened, so as to move freely on the axles. The tracks a are then drawn out by means of the screws c , bringing with them the wheels, the weight of the car materially assisting in the operation, having a tendency to press the tracks outward on the inclined surfaces, as well as downward. The stops f arrest the tracks a when they have reached the broad gauge. The truck is then run off upon the broad-gauge rails.

The operation of changing gauge from broad to narrow is the same in principle as that above described, excepting that the inclines are reversed in position, the tracks moving inward and downward, as shown in fig. 3. In this figure the screw c' is represented as extending across the table, between the rails a' , and operating in a right and left-hand nut, e .

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The inclined planes of the tables b b' and tracks a a' , as herein shown, operating as described.

2. In combination with the said inclined planes, the stops f and f' .

3. In combination with the said inclined planes, the screws c and right and left-hand screw c' .

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Witnesses:

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