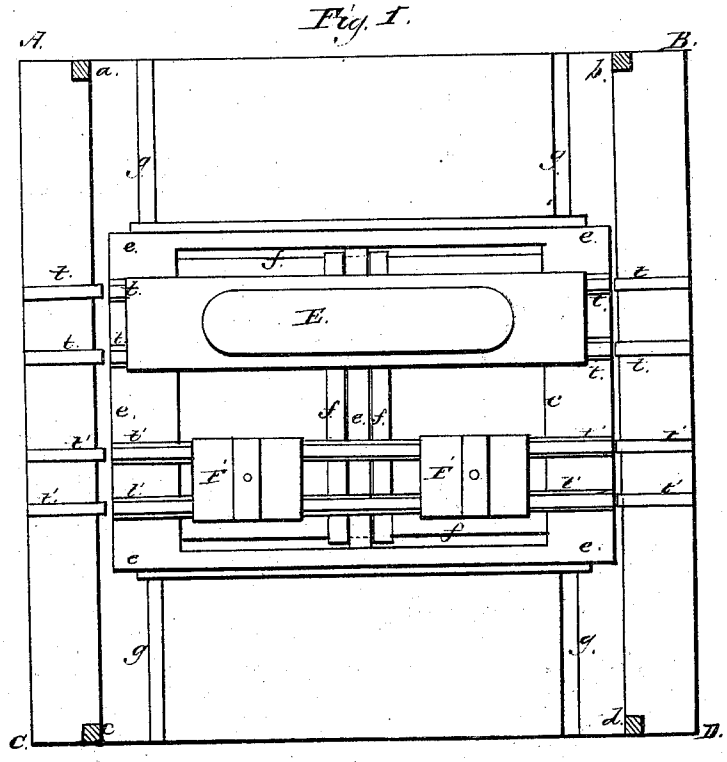
Sheet 1-3 Sheets.

S. L. Fremont.

Car Track Platform.

No. 89,758. Patented May 4, 1869.

Fig. 1.



Witnesses
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Sheet 2-3 Sheets.

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Car Track Platform.

No. 89,758. Patented May 4, 1869.

Fig. 2.

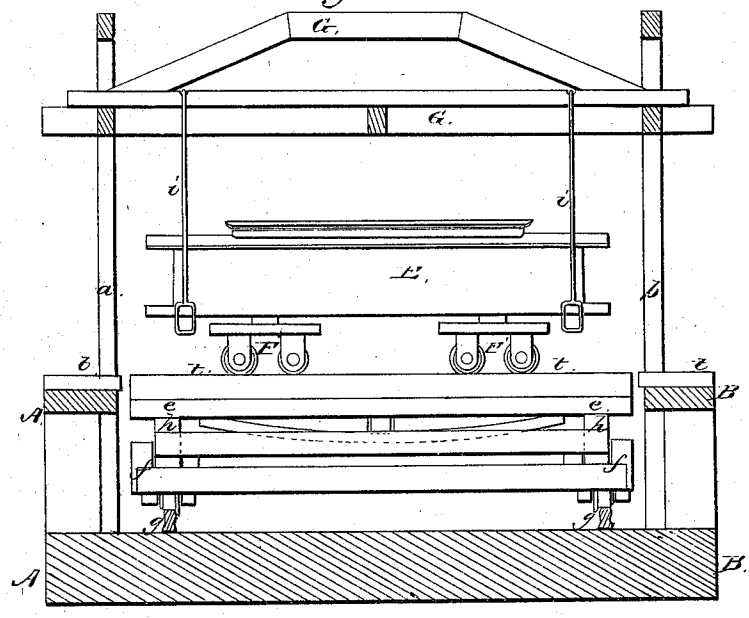
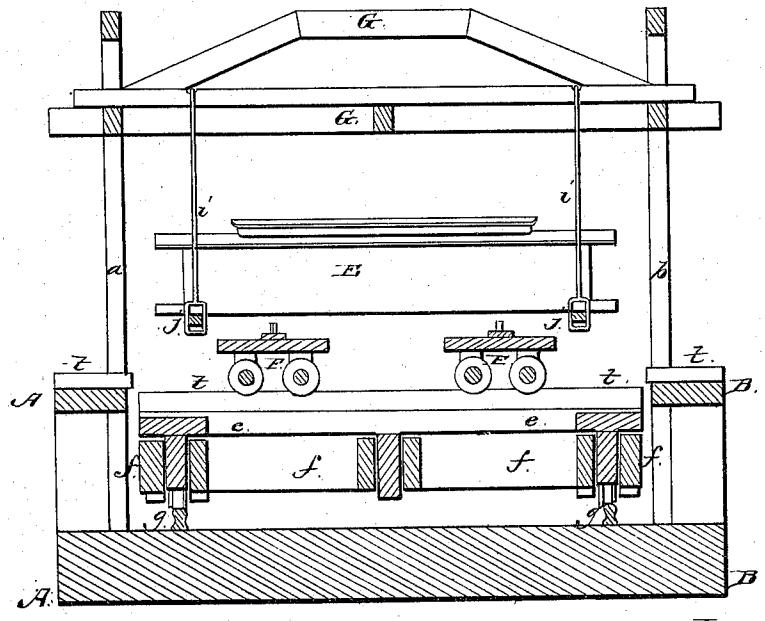


Fig. 3.



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Sheet 3-3 Sheets.

Car Truck Platform.

No. 89,758. Patented May 4, 1869.

Fig. 4.

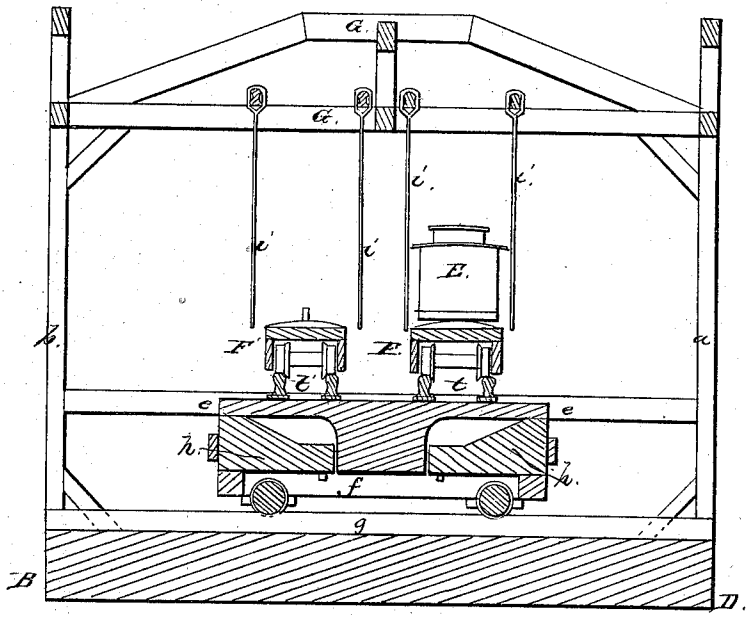
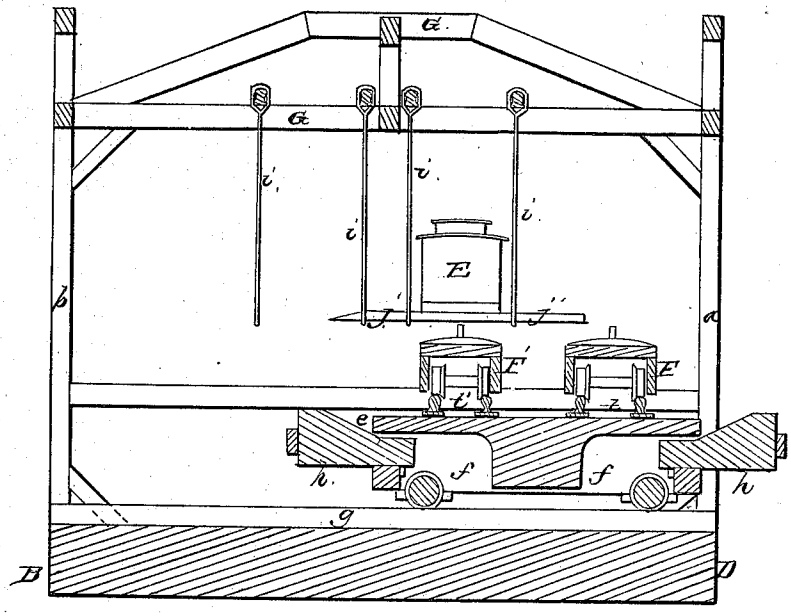


Fig. 5.



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United States Patent Office.

S. L. FREMONT, OF WILMINGTON, NORTH CAROLINA.

Letters Patent No. 89,758, *dated May* 4, 1869.

IMPROVED APPARATUS FOR CHANGING 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, S. L. FREMONT, of the city of Wilmington, county of New Hanover, in the State of North Carolina, have invented a new and useful Apparatus for Changing Car-Trucks, so as to enable car-bodies to pass over roads of different gauges; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing, making a part of this specification, and to the letters of reference marked thereon, in which like parts are indicated by like letters in the several figures.

It is well known that the gauges of railroads differ, and where such roads meet each other, a change of trucks will enable the same car to be used. To effect such change is the object of my invention.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the drawings—

Figure 1 represents a top view of a platform, and a movable table upon it, having tracks of different widths, connecting with those of the same gauge at each end of the same. The upper frame-work in this figure is removed.

Figure 2 is a side elevation of my invention, showing a car on a track of the platform-table, which is up, or in its normal position.

Figure 3 is a side sectional view, showing the car suspended, and the table lowered.

Figure 4 is an end elevation of a lateral section through fig. 2; while

Figure 5 is a similar section, showing the car suspended, the table lowered and moved sideways, so as to bring other trucks under the car.

A B C D represent a platform, having four or more (as necessary) upright posts, supporting a frame-work, G, above it.

e is a table, resting upon a frame, *f*, supported by wheels, running on lateral rails, *g*.

Between the table and the frame mentioned there are wedge-shaped blocks, *h*, at each corner, and which are connected at each side, by which to raise or lower the table *e* and the trucks F F', which are on the rails *t* and *t'*, corresponding to similar tracks on each end of the platform.

E represents any car which it is desired to shift from one track to another of a different gauge adjoining it.

i i are metallic or other strong pendants, attached to the top, or frame G, having eyes at the lower end, which extend a short distance below the bottom of a car. They are so located that a car can pass between them, as to width, and lengthwise the distance is shorter than the length of a car. There are four suspended over each track on a table.

If it be desirable to use the same car on roads of different gauges, it can be done by simply changing the trucks, as follows, which will explain the operation of my apparatus:

Say the car E coming in on the broad gauge, or rails *t t;* it is run upon the table *e*, in its proper position between the pendants *i*, fig. 2, when beams *j*, figs. 3 and 5, are placed under it, and through the lower eyes of the pendants, from side to side, and within the length of the car.

By means of any suitable and well-known mechanical device the wedges *h*, on each side, and on which the table *e* rests, are partially withdrawn, letting the table down, until the bolts of the trucks are clear of the bottom of the car, as seen in fig. 3, thus leaving the car E suspended.

The table, which may be termed the "drop and traverse-table," must now be moved laterally on its rails *g*, until the narrow-gauge trucks F' are brought under the car, which is illustrated by fig. 5.

The table is next raised, by pushing the wedges inward, until the table *e* is up to its proper lever, when the beams *j* can be removed, thus leaving the car on the narrow-gauge trucks, as well as track of the table, which is now moved laterally to its original position, bringing the rails *t' t'* on it, opposite those on the platform, when the car can be run off on to the new or narrow-gauge road, thus completing the operation.

Various means may be employed, whereby to raise and lower the table, such as screws, levers, &c., as well as hydraulic jacks, all well-known mechanical devices.

Having thus described my invention,

What I claim as new, and desire to secure by Letters Patent of the United States, is—

An apparatus for changing the trucks of railroad-cars, and transferring the same from one track to another of a different gauge, constructed, arranged, and operated in the manner substantially as shown and described.

S. L. FREMONT.

Witnesses:

MATTHEW P. TAYLOR,

W. M. POISSON.