

(No Model.)

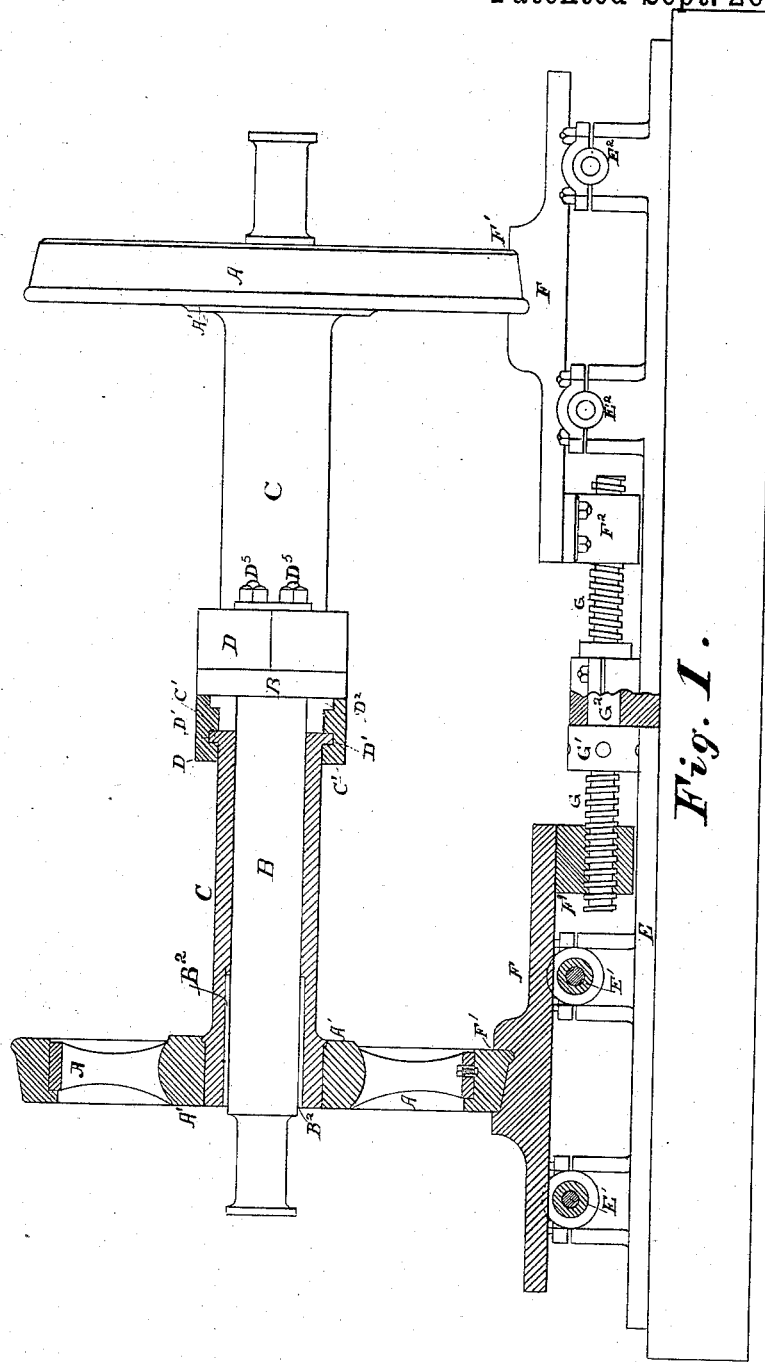
3 Sheets—Sheet 1.

D. ANDERSON.

DEVICE FOR CHANGING GAGE OF RAILWAY CARS.

No. 264,991.

Patented Sept. 26, 1882.



Attest
F. A. Fouts
A. B. Smith

Inventor
David Anderson
By his Attys
R. O. Smith

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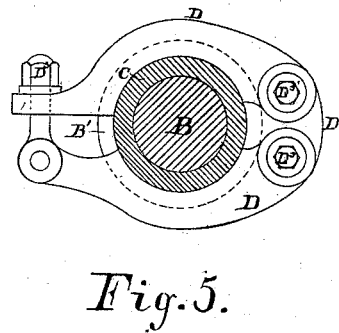
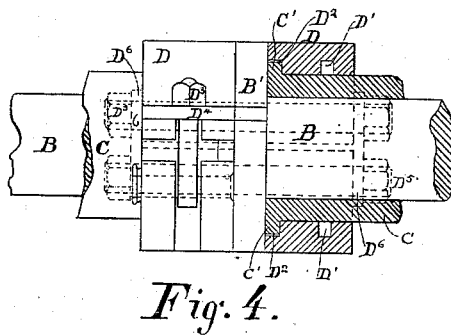
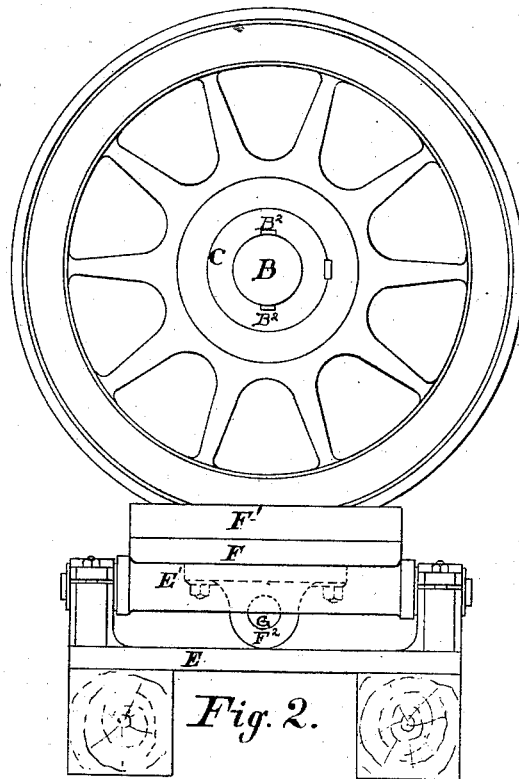
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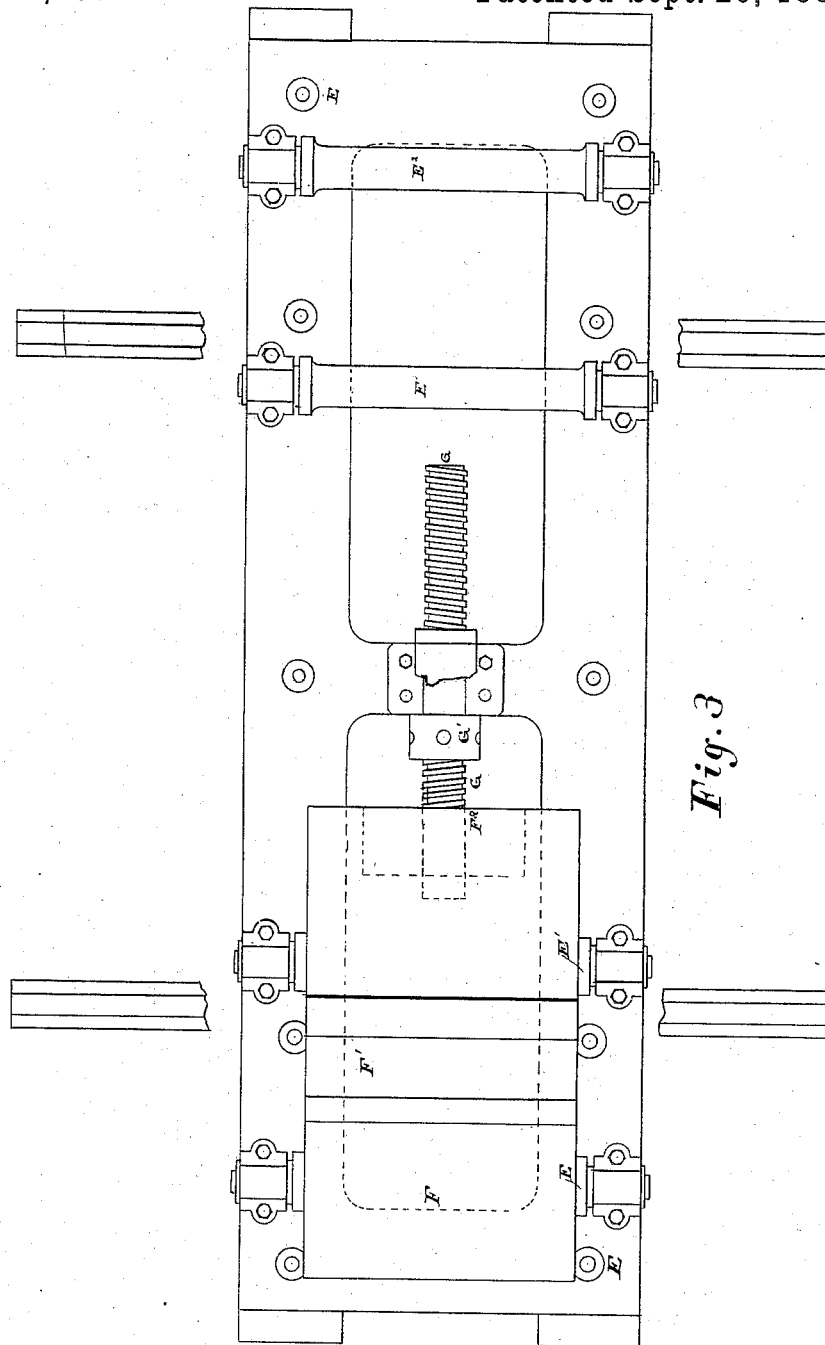


Fig. 3

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UNITED STATES PATENT OFFICE.

DAVID ANDERSON, OF FAIRVIEW, STAWELL, VICTORIA.

DEVICE FOR CHANGING GAGE OF RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 264,991, dated September 26, 1882.

Application filed August 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID ANDERSON, a subject of the Queen of Great Britain, residing at Fairview, Stawell, in the British Colony of Victoria, gentleman, have invented certain

Improvements in Contrivances for Varying the Gage of the Wheels of Rolling Stock for Rail and other Permanent Ways, of which the following is a specification.

My invention consists mainly of certain improvements in railway and other rolling stock, by which the gage of the wheels may be adjusted; and, secondly, of machinery whereby such alteration or adjustment of gage is effected.

The first part of my invention consists of a peculiar construction of the axles of rolling stock for rail and other permanent ways, in which either wheel is keyed to a sleeve, the inner end of which terminates in a flange. This sleeve slides over and upon the axle and the feathers thereon. The axle I make with a solid collar in the center, and on either side of such collar I place a clamp or hinged collar having two or more recesses or hollows to fit over the flange of the sleeve, and a strong hinged bolt to tighten said clamp thereon. I bolt both clamps or hinged collars together through the solid collar of the axle.

The second part of my invention consists of a certain combination and arrangement of machinery in which a sole-plate carries the bearings for two sets of rollers. Each set consists of two rollers upon which travels a platform, the upper side of which is recessed to the shape of the tire of a wheel or carries a rail. The under side carries a nut, (right or left handed, as the case may be,) in which one end of a right-and-left-handed screw works. This screw has a thrust-bearing in the center of the sole-plate, and is provided with a collar having sockets for a crow-bar or other means of turning it.

In order, however, that my invention may be more perfectly understood, I will now describe the same with reference to the accompanying drawings, in which—

Figure 1 shows a side elevation, partly in section, of a pair of wheels provided with my improved axles resting in the recesses upon the platforms of my improved machinery, as

they would be just previous to narrowing their gage. Fig. 2 is an end elevation of the same; Fig. 3, a plan of the machinery alone, and Figs. 4 and 5 detail views of the hinged clamps.

A A are the wheels, which may be of any description so long as their bosses A' are large enough. B is the axle, with solid collar B' in the center. B² are steel feathers properly secured to said axle. C are the sleeves, terminating in flanges C'. D D are the clamps or hinged collars, having two recesses, D' and D², in each. D³ are the hinged bolts, having plate-washer D⁴. D⁵ are the bolts through the clamps and the solid collar of the axle, and having connecting-plates D⁶ at either end. E is the sole-plate of my improved machinery, firmly bolted to a solid foundation, and E' and E² are the two sets of rollers thereon. F are the platforms, carrying recesses F' and nuts F². G is a right-and-left-handed screw with turning collar G' and thrust-bearing G².

The mode of operation is as follows: When it is desired to use the rolling stock of a rail or other permanent way upon another way of different gage, my improved machinery is placed where the break of gage occurs. To transfer the rolling stock the rails or recesses F² on the platforms F of such machinery are set by means of the screw G to the gage of the line on which the stock is. A vehicle provided with my improved axles is then pushed upon such platforms, the clamp-bolts D³ of such axles unscrewed, so as to admit of the clamps being opened on their hinges D⁵, so freeing the flanges C' of the sleeves C, to which the wheels A are keyed. The rails or recesses on the platforms are next adjusted by means of the right-and-left-handed screw G to the gage of the line upon which it is desired to run the vehicle. The flanges C' of the sleeves C on the axles should now fit in another recess, D², in the clamps, which are closed and tightened up, as shown in Fig. 4, and the vehicle then moved on to the second line.

In the drawings illustrating this invention the vehicle is shown at its widest gage and with only one vacant recess in each of the clamps on the center of the axle, thus admitting of its alteration to one other gage only; but of course the number of these recesses might be increased and the length of the sleeve

altered, so as to admit of its adjustment to as many gages as may be required.

Having thus described the nature of my invention and the manner of performing same, I would have it understood that what I claim as my invention is—

1. A solid axle, B, for railway rolling stock, provided with a solid collar at the center, combined with wheels A A, each having a tubular extended hub or sleeve, C, fitted to said axle and longitudinally adjustable thereon, and a hinged clamp fitted on said collar and provided at either side with recesses for receiving and

holding the flanges on the inner ends of said hub-sleeves, substantially as herein set forth. 15

2. The combination of the sole-plate E, the rollers E², and platforms F F', having recesses F² and F³, or their equivalents, (in the shape of rails,) with a right-and-left-handed screw, G, and turning collar G², in the manner and for the purpose herein described and explained. 20

D. ANDERSON.

Witnesses:

EDWARD WATERS,
WALTER SMYTHE BAYSTON.