No. 676,167. Patented June 11, 1901.

J. C. WANDS.

DEVICE FOR ANCHORING CAR WHEELS TO THEIR TRACKS.

(Application filed Dec. 3, 1900.)

(No Model.)

Fig. 1.

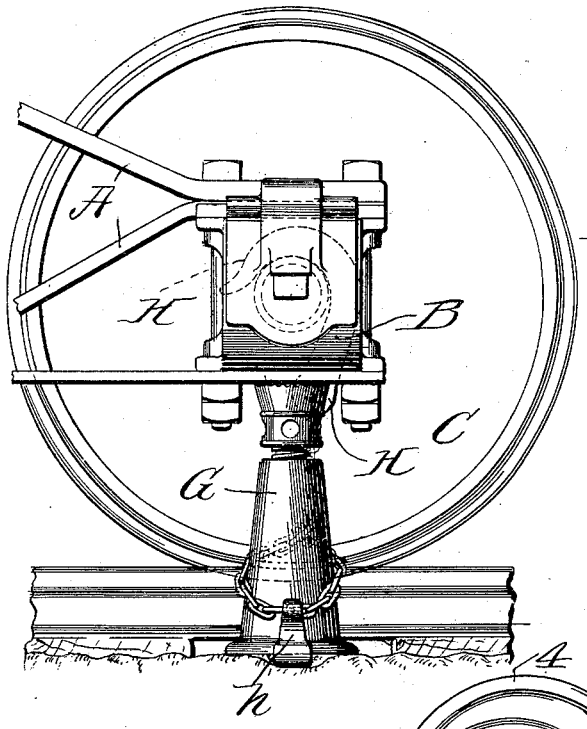


Fig. 2.

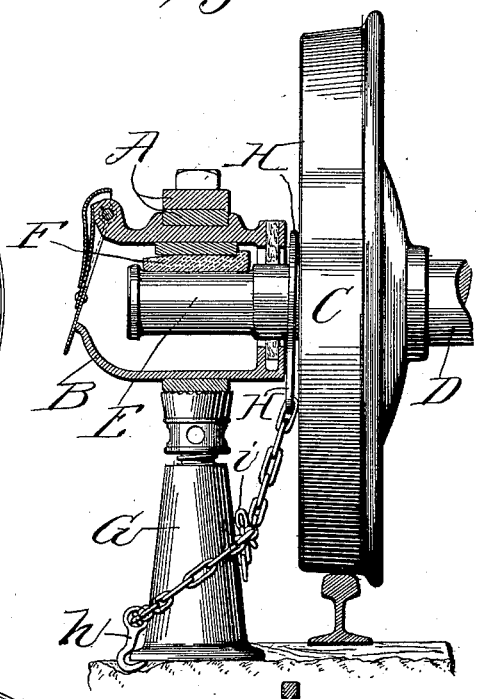


Fig. 3.

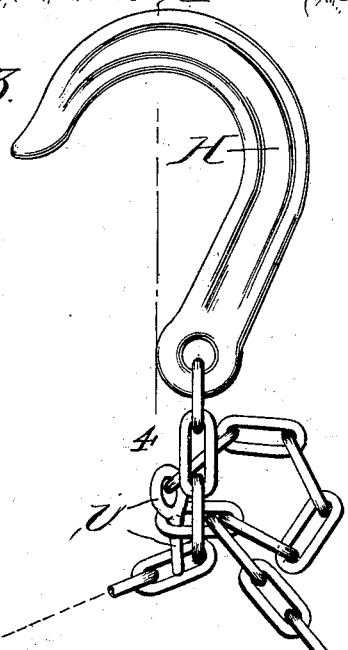
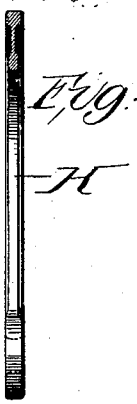


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN C. WANDS, OF ST. LOUIS, MISSOURI.

DEVICE FOR ANCHORING CAR-WHEELS TO THEIR TRACKS.

SPECIFICATION forming part of Letters Patent No. 676,167, dated June 11, 1901.

Application filed December 3, 1900. Serial No. 38,445. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. WANDS, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Devices for Anchoring a Car-Wheel to Its Track, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view of part of a truck-frame and a car-wheel, showing my improved anchoring device in position. Fig. 2 is a vertical sectional view through the same, showing my improved anchoring device coöperating with the lifting-jack. Fig. 3 is a detail view of my improved anchoring device, showing the manner of fastening the chain; and Fig. 4 is a sectional view on line 4 4, Fig. 3.

This invention relates to a new and useful improvement in a device for anchoring a car-wheel to its track when a jack is applied under the journal-boxes for the purpose of lifting said journal-box to enable the removal of old brasses and the insertion of new brasses in the journal-bearing.

One object of my invention is to anchor the wheel to the track, so as to bolt it down and prevent its following the journal-box when said box is lifted.

Another object is to provide a simple, cheap, and easily-applied device of the character described.

This invention consists in the novel construction, arrangement, and combination of the several parts, all as will be hereinafter described and afterward pointed out in the claims.

It is well known that when brasses wear out in journal-boxes on car-trucks a jack is employed under the journal-box to raise the same and enable the removal of the old brass and the insertion of the new. When the journal-box is raised, the weight of the car while lifted from the journal of the axle immediately over the jack is thrown onto the journal at the opposite side of said axle, and as the journal portion of said axle farthest away from said jack extends some distance outside of its nearest rail its carried wheel, acting as a lever whose fulcrum is on said track, will cause the axle to cant and the wheel next adjacent said jack to raise off of its track, forcing the journal nearest said jack to follow the journal-box. Under such circumstances it is necessary to use a lever of some description or some means to force the lifted wheel downward, so as to separate its journal from the old brass in the journal-box. My present invention contemplates the employment of a device for anchoring a wheel to its track or rail so that it cannot be lifted, and when power is applied to the jack to lift the journal the journal-box will immediately be raised, giving ready access to the brass or brasses to be removed.

In the accompanying drawings I have shown a portion of a car-truck and a wheel with its accompanying axle and journal such as are usually employed.

A indicates the arch-bars of the truck; B, the journal-box; C, the car-wheel; D, the axle; E, the journal of the axle, and F the journal-bearing, or "brass," as it is frequently called.

G indicates an ordinary lifting-jack arranged under the journal-box, which when power is applied thereto will lift said journal-box, and if no means were provided to prevent the wheel C from rising with the journal-box said wheel would follow the journal-box, as before described. However, in the construction shown I employ a hook H, attached to a chain, which chain is secured to the jack through the instrumentality of a hook *h*, coöperating with the lower end of the jack. The links of this chain are preferably of such a construction as to enable the chain to be locked in a very simple manner. Referring to Fig. 3, it will be seen that the openings in the links are of such dimensions as to permit the insertion of another link thereinto in an endwise direction, and after the inserted link has penetrated a sufficient distance a pin *i* on the end of the chain passes through the protruding end of the inserted link and makes a secure fastening. In this way it is not necessary to rely upon the strength of cast-iron hooks or other fastening devices which are usually employed on the ends of chains to lock the chain around an object. It

is of course obvious that instead of fastening the chain, and consequently the wheel, to the jack said chain can be passed under and around the rail upon which the wheel rests to anchor said wheel directly to the rail; but in any event the important thing to be accomplished is the prevention of the elevation of the wheel when the journal-box is raised by a jack.

I am aware that minor changes in the arrangement, construction, and combination of the several parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of the same.

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

1. In a device of the character described, the combination with a lifting-jack designed to be arranged under the journal-box of the car for raising said journal-box, of a flexible connection detachably anchored to a stationary support and engaging the car-wheel axle for holding the wheel to the track when the journal-box is elevated by the jack; substantially as described.

2. In a device of the character described, the combination with a jack of a flexible connection detachably secured thereto, and a hook secured to said flexible connection for engaging an axle of a car-wheel for the purpose specified, substantially as described.

3. In a device of the character described, the combination with a jack, of a hook detachably secured thereto, a chain which passes through an eye formed in said hook, a hook carried by one end of said chain for engaging the axle of a car-wheel for the purpose specified, and a pin secured to the other end of said chain for engaging a link of said chain; substantially as described.

4. The combination with the hook H, of a chain secured thereto, a hook *h* loosely arranged on said chain, and the pin *i* secured to said chain; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 1st day of December, 1900.

JOHN C. WANDS.

Witnesses:
WM. H. SCOTT,
GEORGE BAKEWELL.