E. B. DORSEY.

CAR-TRUCKS FOR PRISMOIDAL TRACKS.

No. 185,019. Patented Dec. 5, 1876.

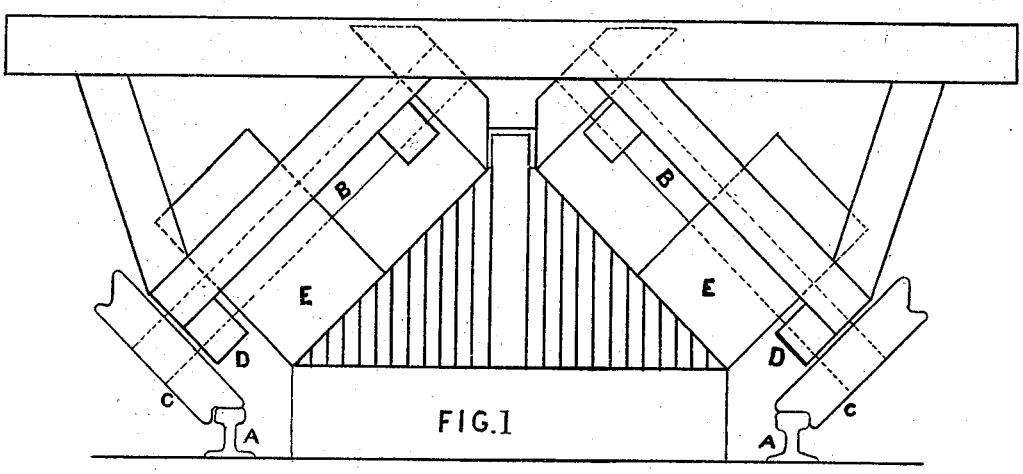


FIG. 1

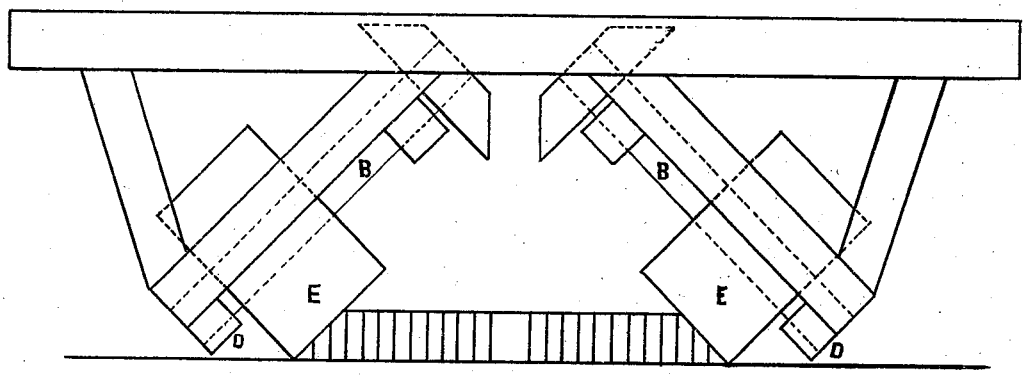


FIG. 2

FIG. 3

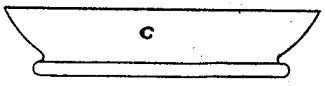
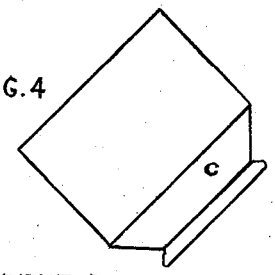


FIG. 4



WITNESSES

R. F. Waterman

J. R. Fitth.

INVENTOR

Edward B. Dorsey

by his Attorney Geo. Pardy.

UNITED STATES PATENT OFFICE.

EDWARD B. DORSEY, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN CAR-TRUCKS FOR PRISMOIDAL TRACKS.

Specification forming part of Letters Patent No. **185,019**, dated December 5, 1876; application filed October 21, 1876.

To all whom it may concern:

Be it known that I, EDWARD BATES DORSEY, of the city and county of San Francisco, State of California, have invented an Improvement in Prismoidal-Track Locomotives and Cars, of which the following is a specification:

The object of my invention is to provide a means for riding the locomotive and cars over crossings independent of the prismoidal track, and which shall not obstruct the travel of ordinary vehicles over said crossing.

Figure 1 is a sectional elevation of the prismoidal-track, with the frame carrying the side guiding-wheels of an ordinary car or locomotive, my improved crossing-wheels being shown attached and in position. Fig. 2 is a sectional view of present style of prismoidal crossing, showing how the side guiding-wheels are used to guide the cars across. Fig. 3 is a view of my conical crossing-wheel, showing convex face. Fig. 4 is a view showing how the two wheels C and E may be cast together, forming one wheel.

Heretofore in constructing prismoidal rolling-stock, there has been provided guide-wheels, which roll against the sides of the prism, these guide-wheels being allowed to take the entire weight of the locomotive or car at the crossing, the crossing being formed by simply cutting down the prism to within three or four inches of its base. (See Fig. 2.) Obviously this three or four inches of raised track is a serious obstruction to vehicles passing across it; also it is expensive to keep in repair. Now I propose to dispense entirely with the prism at the crossing, and provide two short pieces of T-rail, A A′, with their upper face level with the cross-road. At the outer extremity of the inclined shaft B I provide the conical wheel C, flanged like an ordinary car-wheel. The face of these wheels C may be convex, as in Fig. 3, or the rail it bears on may be convex on its face the object of this being to avoid excessive friction or grinding of the wheel upon the track, because of its conical shape. If desired, the wheel C may be placed inside the bearing D, between it and the guide-wheel E, or it may be cast with the guide-wheel E, as in Fig. 4, but this arrangement is not desirable, because it necessitates a too narrow gaged track at the crossing.

The operation of my invention is as follows: When the crossing is reached the prismoidal track is cut away entirely, and the rails A A′ substituted therefor. Upon these rails the wheels C C roll over the crossing, taking the weight of the entire car or locomotive until the other side is reached, when the prismoidal track is used as before.

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

The conical wheels C C and plane-wheels E, both secured to the inclined shafts B, as and for the purpose described.

EDWARD B. DORSEY.

Witnesses:

R. W. WATERMAN,

J. K. FIRTH.