

D. H. FEGER.

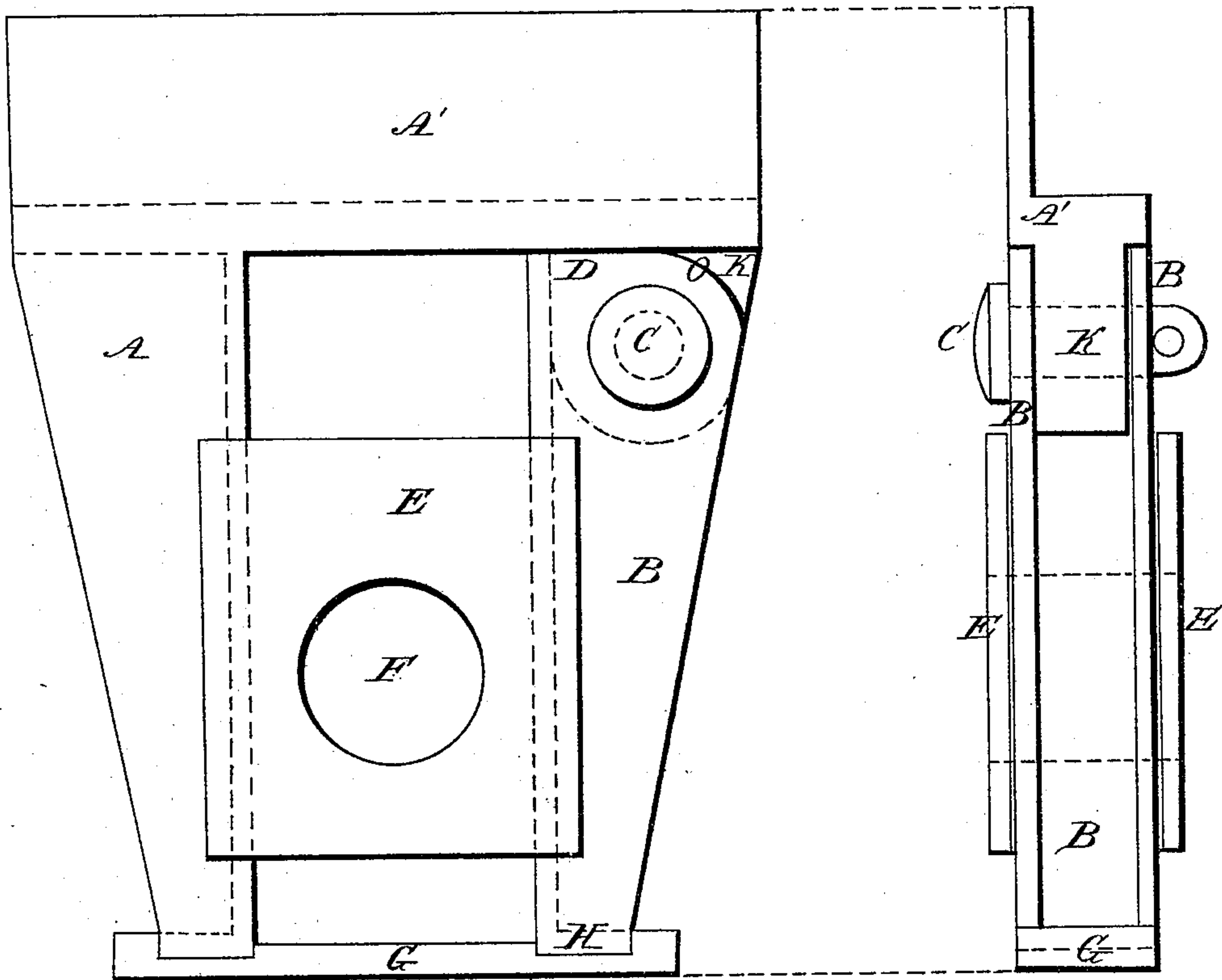
Car-Axle Box.

No. 17,953.

Patented Aug. 4, 1857.

Fig. 1.

Fig. 2.



Witnesses:

D. Shepherd
L. Dalton

Inventor:

D. H. Feger

UNITED STATES PATENT OFFICE.

D. H. FEGER, OF NEW YORK, N. Y., ASSIGNOR TO HIMSELF AND DANIEL SHEPHERD.

PEDESTAL FOR RAILROAD-CARS.

Specification of Letters Patent No. 17,953, dated August 4, 1857.

To all whom it may concern:

Be it known that I, DANIEL H. FEGER, of the city and State of New York, have invented a new and improved pedestal for railway cars and locomotives for the purpose of facilitating the removal of the journal-boxes or the wheels and axles from the truck and the replacement of the same; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The nature of my invention consists in constructing the pedestal with one of its jaws movable or revoluble on a bolt hinge, so that when it is desired to take out the journal box, or the wheels, instead of lifting or jacking up the truck or car until the axle-tree or journal box may drop out at the opening in the bottom of the pedestal, one of the jaws of the pedestal may be turned up, so that the wheels, with the journals, may be rolled out from under the truck or car, the latter being only so much lifted as to take the weight off the journals.

To enable others to make and use my invention, I proceed to describe its construction and operation.

In the drawings, Figure 1 represents a side, and Fig. 2 an end elevation of the pedestal, the same letters referring to like parts.

A, is the fixed jaw of the pedestal, cast solid, in the ordinary way, with A', the top piece, which is bolted or fastened to the truck or car.

B, is the movable jaw of the pedestal (which is usually also cast solid with the top piece A') but which, in my invention, is a separate piece, and is secured to such top, by a bolt, C, on which it can freely revolve backward. This movable jaw, B, is kept in its place by being let into, bolted on, or otherwise fastened at the bottom, H, to the brace, G, holding it firmly. A tongue or tenon (see K, Fig. 2) of the top piece, A',

goes down between the two sides of the loose jaw, B, through which passes the bolt, C, securing the jaw to the top of the pedestal, as above mentioned.

It will be observed that the outer and upper edge (O, Fig. 1.) of the loose jaw, B, is made circular, so as to allow it to revolve back on, C, while its inner and upper edge, D, (Fig. 1.) is made square, so that the loose jaw can not revolve inward, but remains braced, so far as motion in that direction is concerned.

In the drawings, F, represents the end of the axle tree, and, E, the journal box, secured to the pedestal by flanges, and playing up and down the same, in the ordinary way. The bolt, C, should be riveted fast, or otherwise firmly secured in.

It is obvious that if the loose jaw, B, be detached from the brace, G, at the bottom, and lifted back on the hinge bolt, C, at the top, the axle tree and wheels, with the journal box, can be rolled out and removed, provided the weight of the truck or car, be ever so little taken from it. The same result could be obtained by bringing the loose jaw at the bottom instead of the top, but a preference is given to the arrangement described.

For the pedestal of the fore wheels of the truck, the loose jaw should be in front; and for the pedestal of the hind wheels of the truck, the loose jaw should be behind; so that there may be no impediment in taking the wheels from under the truck, after they are detached from it.

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

The employment of a loose or movable jaw to the pedestal, constructed and operating substantially as described, and for the purposes above set forth.

D. H. FEGER.

Witnesses:

D. SHEPHERD,
L. DALLOR.