WENDELL & USTICK.

Car-Axle Box.

No. 50,427. Patented Oct. 10, 1865.

Fig. 1.

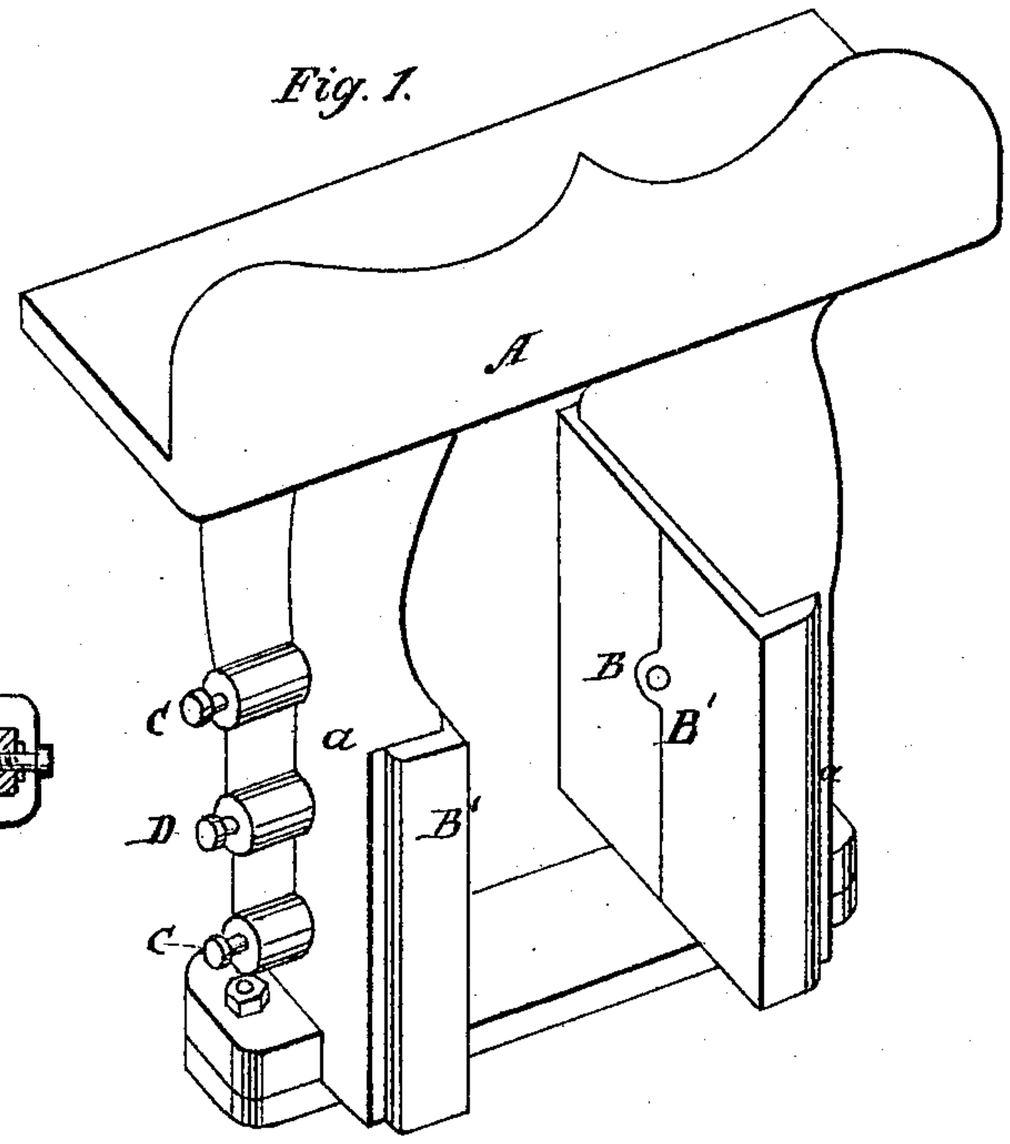


Fig. 3.

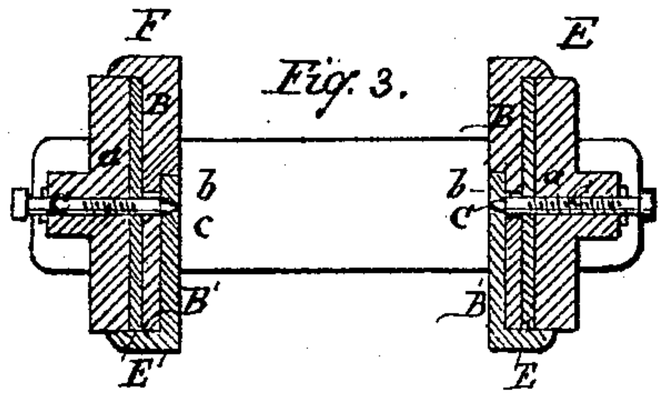


Fig. 4

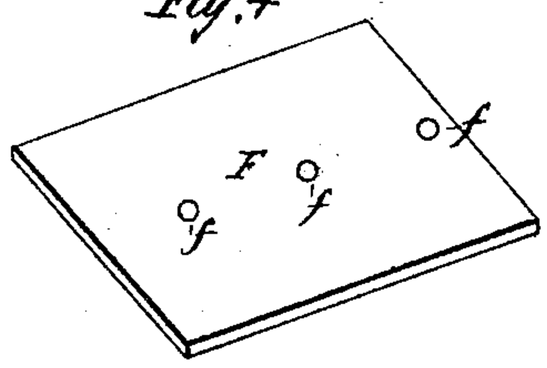


Fig. 9

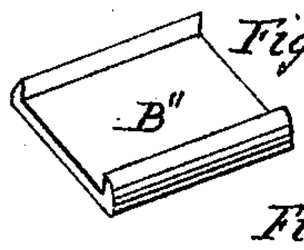


Fig. 2.

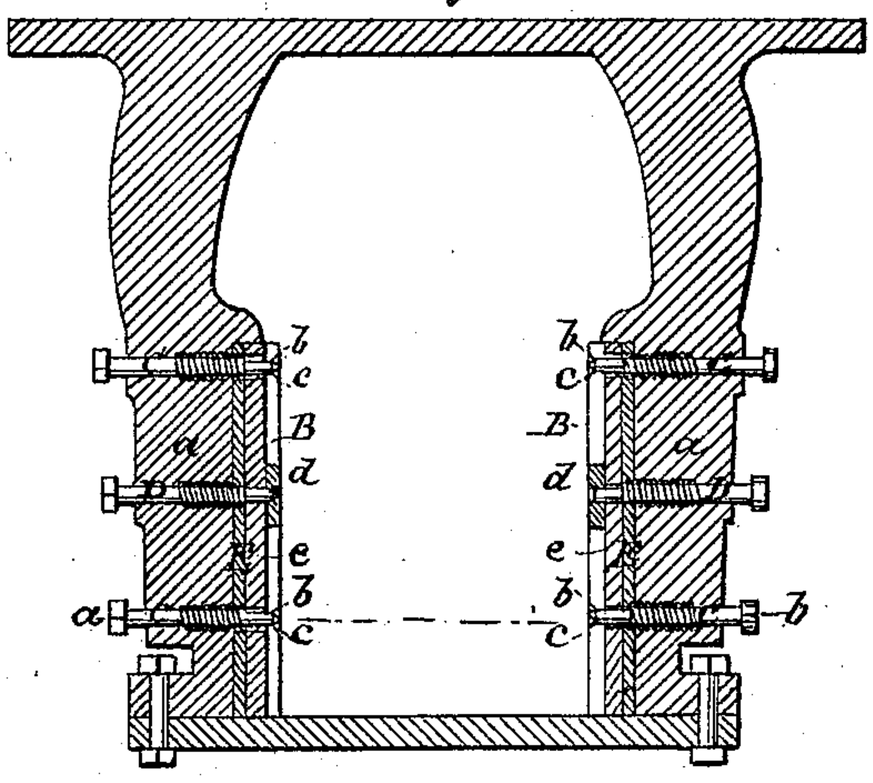


Fig. 5.

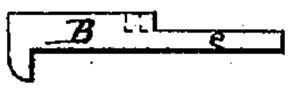


Fig. 7.

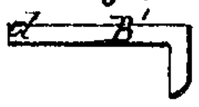


Fig. 6

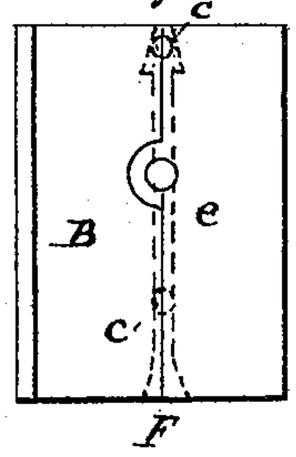
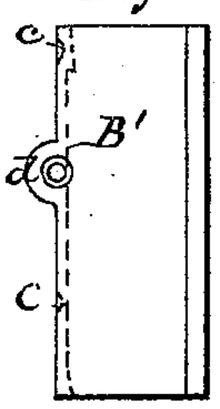


Fig 8



Witnesses:

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W. W. Dougherty

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UNITED STATES PATENT OFFICE.

ISAAC P. WENDELL AND STEPHEN USTICK, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNORS TO ISAAC P. WENDELL.

IMPROVEMENT IN PEDESTALS FOR RAILROAD-CARS.

Specification forming part of Letters Patent No. **50,427**, dated October 10, 1865.

To all whom it may concern:

Be it known that we, ISAAC P. WENDELL and STEPHEN USTICK, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Railroad-Cars; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the improved pedestal. Fig. 2 is a vertical section of the same. Fig. 3 is a horizontal section at the red line *a b* of Fig. 2. Fig. 4 is a perspective view of a cushion-plate, E. Fig. 5 is an end view of one of the adjustable facings, B. Fig. 6 is a side view of the same. Fig. 7 is an end view of one of the adjustable facings, B′. Fig. 8 is a side view of the same. Fig. 9 is a single plate for a facing, on a diminished scale.

Like letters in all the figures represent the same parts.

The nature of our invention consists in combining adjustable facings with the vertical arms of pedestals, between which the journal-boxes of railroad-cars are situated, to compensate for the wear occasioned by the vibration of the boxes, the said facings being constructed and arranged in the following manner.

A is a pedestal, which has vertical arms *a a′*, between which the journal-boxes usually slide in the springing of the car. On each of the arms *a* we place extension-facings, B and B′, so constructed and arranged that they may be set inward toward the bearing sides of the journal-box, and outward toward the flanges or lips of the same, to compensate for the wear occasioned by the vibrations of the journal-box during the springing of the car. The adjustment of the said facings we accomplish by means of the conically-pointed screws C C in the arm *a*, which are screwed up to expand the facings and unscrewed to slacken the same, the conical points *b b* fitting in corresponding holes *c c* in the joint-edges of the facings. There is a screw, D, in the arm *a*, midway between the screws C C, for the purpose of confining the plates B and B′ against the conical ends of the screws C C, as represented in Figs. 1 and 2, the pivot end of the screw, as represented in Fig. 2, fitting in the lug *d* of the plate B′, by which means the plate is pressed against the flange *e*, (see Fig. 2,) thereby causing said screw to act equally on each plate. The facings B and B′ are represented in detail in Figs. 5, 6, 7, and 8.

E E are cushion-plates, which are interposed between the arms *a a* of the pedestal and the respective extension-plates B B′, and B B′, to prevent a rigid vibration of the journal-box, there being holes *f f f* in each strip, through which the screws C, C, and D pass freely. The said strips are made of india-rubber or other compressible elastic substance.

Instead of having a single plate extending along the whole side or inner face of the combined facing B and B′, two or more strips may be used, with space between them, in which case it will be most convenient to place them vertically.

Instead of expanding the plates B and B′ by means of the conical screws C C, we contemplate adopting sometimes the following equivalents, viz: We construct a dovetail wedge, F, (represented by red lines in Figs. 5, 6, 7, and 8,) by which the plates B and B′ are spread apart, to take up the wear of their edge and that of the flanges of the journal-box. The said plates in this case are confined by means of screws on the packing.

Instead of placing the wedge F between the edges of the plates B and B′, it may be put between the flange of one of them and the contiguous edge of the pedestal-arm *a*. Instead of using the metal strips, the outer edges of the packing may be turned over the edges of the arms *a a*. The metallic dovetail strip or wedge F may be operated by a screw which passes through the bottom plate, G, of the pedestal.

Having thus fully described the construction and operation of our improvement in pedestals for railroad-cars, what we claim therein as new, and desire to secure by Letters Patent, is—

1. The extension-plates B and B′, constructed and arranged in relation to the arms *a a* of the pedestal and the journal-box between the same, for the purpose of taking up the wear occasioned by the sliding of the said box, substantially in the manner hereinbefore described.

2. Combining the adjusting conically-pointed screws C C with the arms *a* of the pedestal

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and the extension-plates B and B′, in conjunction with the screw D, they being arranged and operating substantially in the manner and for the purpose set forth.

3. The combination of the cushion-strips E with the arms *a* of the pedestal and the extension-plates B and B′, substantially as described, and for the purpose specified.

In testimony that the above is our invention we have hereunto set our hands and seals.

ISAAC P. WENDELL. [L. S.]
STEPHEN USTICK. [L. S.]

Witnesses:
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JNO. L. DUNN.