

(No Model.)

H. R. NASH.
RAILWAY CAR TRUCK.

No. 367,656.

Patented Aug. 2, 1887.

Fig. 1.

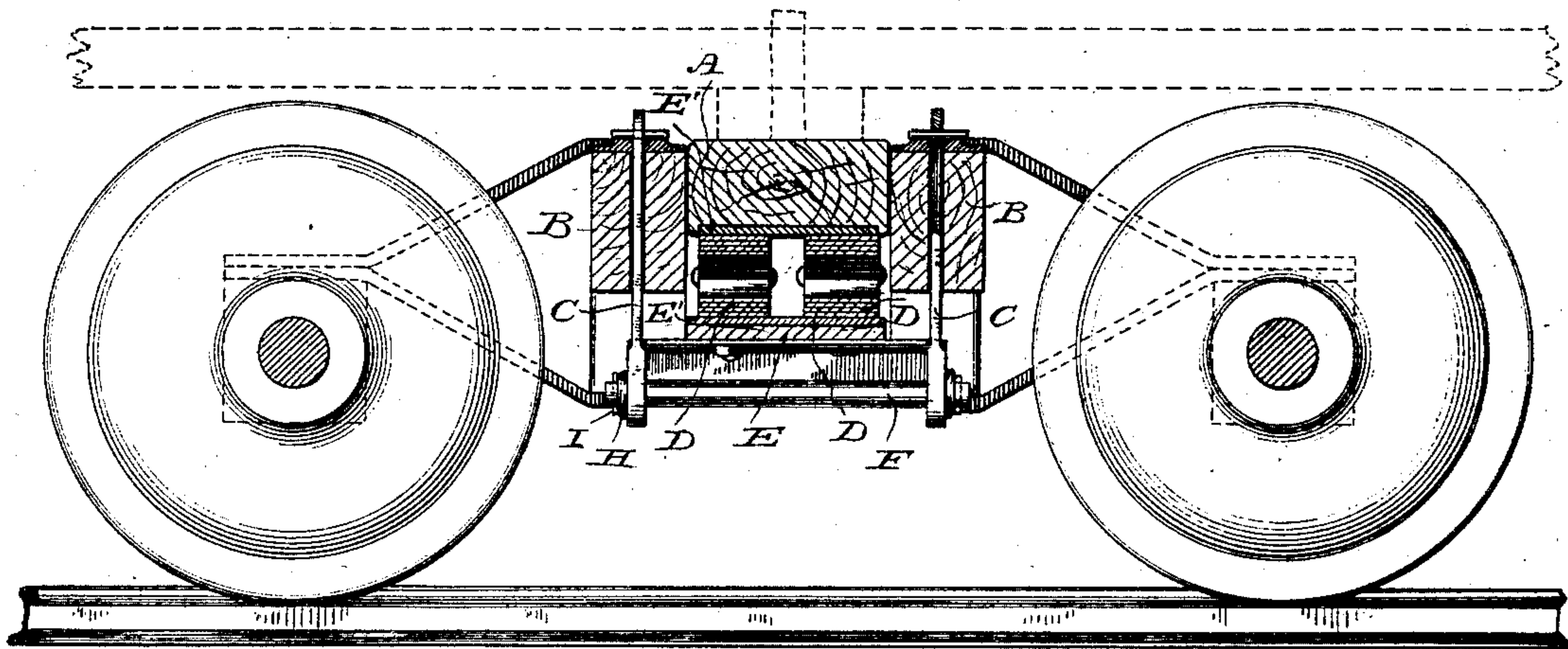


Fig. 2.

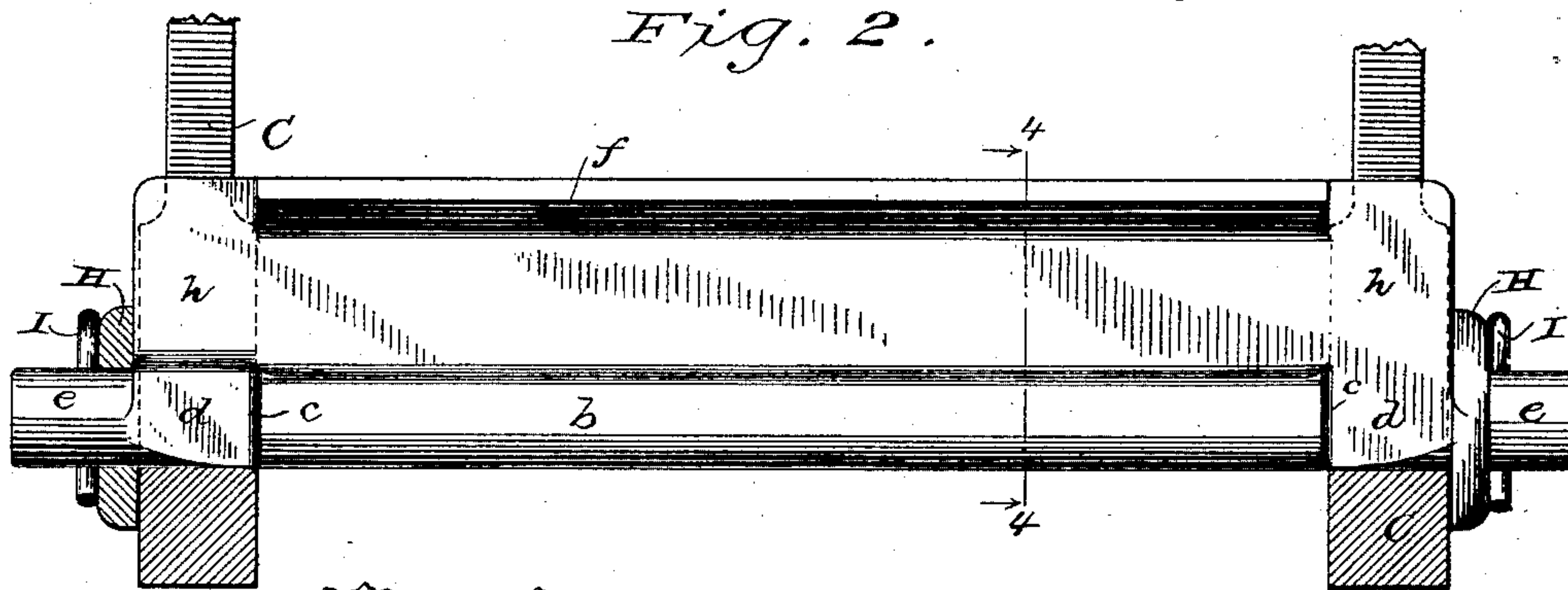


Fig. 3.

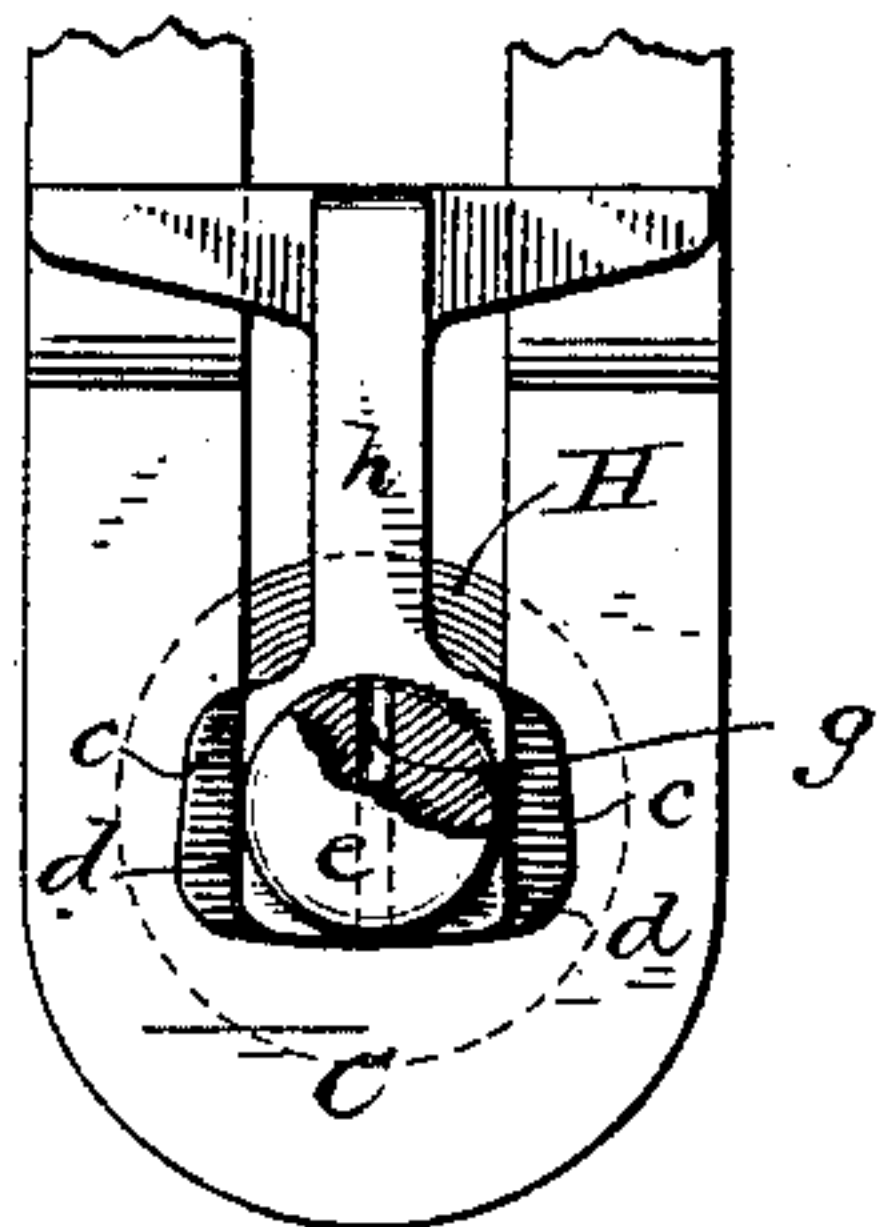
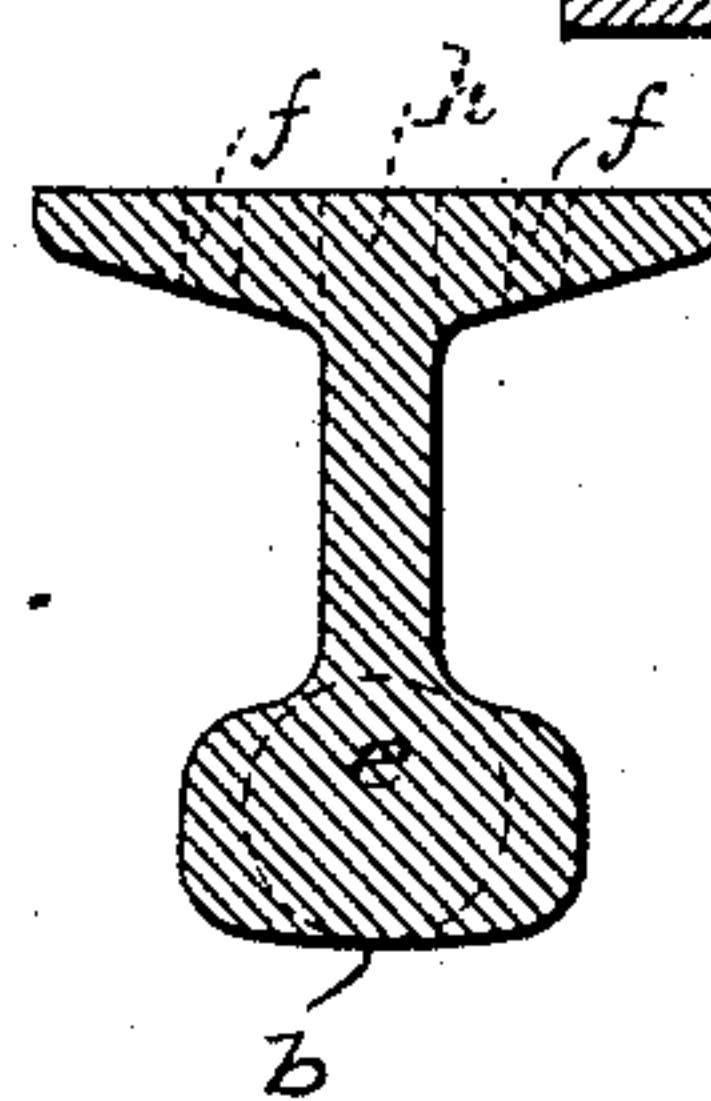


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

HENRY R. NASH, OF MILWAUKEE, WISCONSIN, ASSIGNOR OF ONE-HALF
TO FRED W. MUELLER, OF SAME PLACE.

RAILWAY-CAR TRUCK.

SPECIFICATION forming part of Letters Patent No. 367,656, dated August 2, 1887.

Application filed May 10, 1887. Serial No. 237,672. (No model.)

To all whom it may concern:

Be it known that I, HENRY R. NASH, of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Railway-Car Trucks; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to railway-car trucks; and it consists in certain peculiarities of construction whereby I am enabled to utilize old track-rails for the axles of said trucks, as will be hereinafter described with reference to the accompanying drawings, and subsequently claimed.

In the drawings, Figure 1 represents a sectional view of a railway-car truck illustrating the application of my invention; Fig. 2, a side elevation of my truck-axle and a portion of its hangers, the latter being shown in section; Fig. 3, an end view of an axle and the hanger thereof that is farthest from the observer; and Fig. 4, a transverse section taken on line 4 4, Fig. 2.

Referring by letter to the drawings, A represents the transom, B B the side timbers, C C the slotted hangers, D D the springs, E the spring-board, E' E' the spring-plates, and F an axle, of a railway-car truck, all of said parts, excepting the axle, being of the usual construction and arrangement.

The ordinary axle employed (one on each side of a truck) is specially cast or otherwise manufactured, and therefore adds materially to the cost of the truck, and to reduce this cost, as well as to provide a better axle, is the main object of my invention.

To make a railway-car truck axle according to my invention I take a section of old track-rail of proper length, cut away the flange *a* thereof for a certain distance from each end, and then by forging I reduce the extremities of the tread *b* to leave shoulders *c*, straight sided portions *d*, and round portions *e*. After shaping the rail-section as above described, I drill holes *f* in the flange *a* and other holes, *g*, in the round ends *e* of the tread, and the axle F is complete.

The axle is secured to the spring-board E

by means of bolts G, passed through said board and the holes *f* in the flange *a* of said axle. The slotted hangers C C fit upon the straight-sided portions *d* of the axle, and are held up against the shoulders *c* and ends of the flange *a* by means of collars H, slipped on the rounded portions *e* of said axle, and pins I, passed through the holes *g* in the same.

Old track-rails being very numerous and generally useless for any other purpose, I am enabled to secure the material for my axles at a comparatively low price, and to cut the same into sections and shape the ends thereof as above described adds but little to the cost, while at the same time I secure axles of greater rigidity than those of the ordinary manufacture.

Another advantage of my invention consists in fitting the straight-sided portions *e* and web *h* of the axles in the slotted hangers C C, to limit the rolling motion of said axles.

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

1. In a railway-car truck, the axles thereof, made from a section of track-rail having its flange cut away for a certain distance from each end, the extremities of the tread reduced, and said flange and reduced extremities of the tread provided with openings, substantially as and for the purpose set forth.

2. In a railway-car truck, the axles thereof, made from a section of track-rail having its flange cut away for a certain distance from each end, and the extremities of the tread reduced to leave shoulders, in combination with slotted hangers that engage said reduced extremities of the tread, and suitable means for holding the hangers up against said shoulders, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

HENRY R. NASH.

Witnesses:

H. G. UNDERWOOD,
N. E. OLIPHANT.