

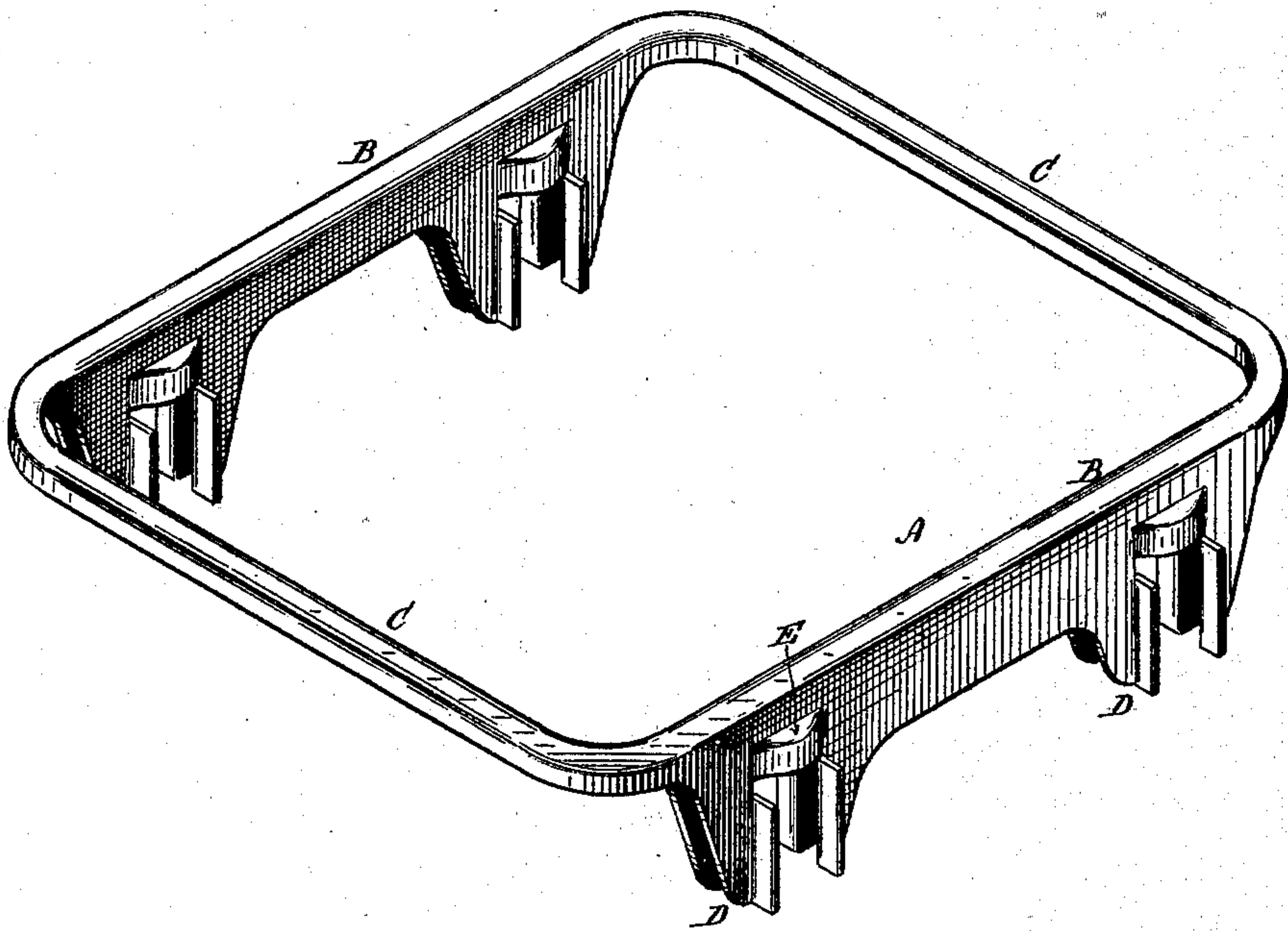
(No Model.)

E. W. M. HUGHES.  
TRUCK.

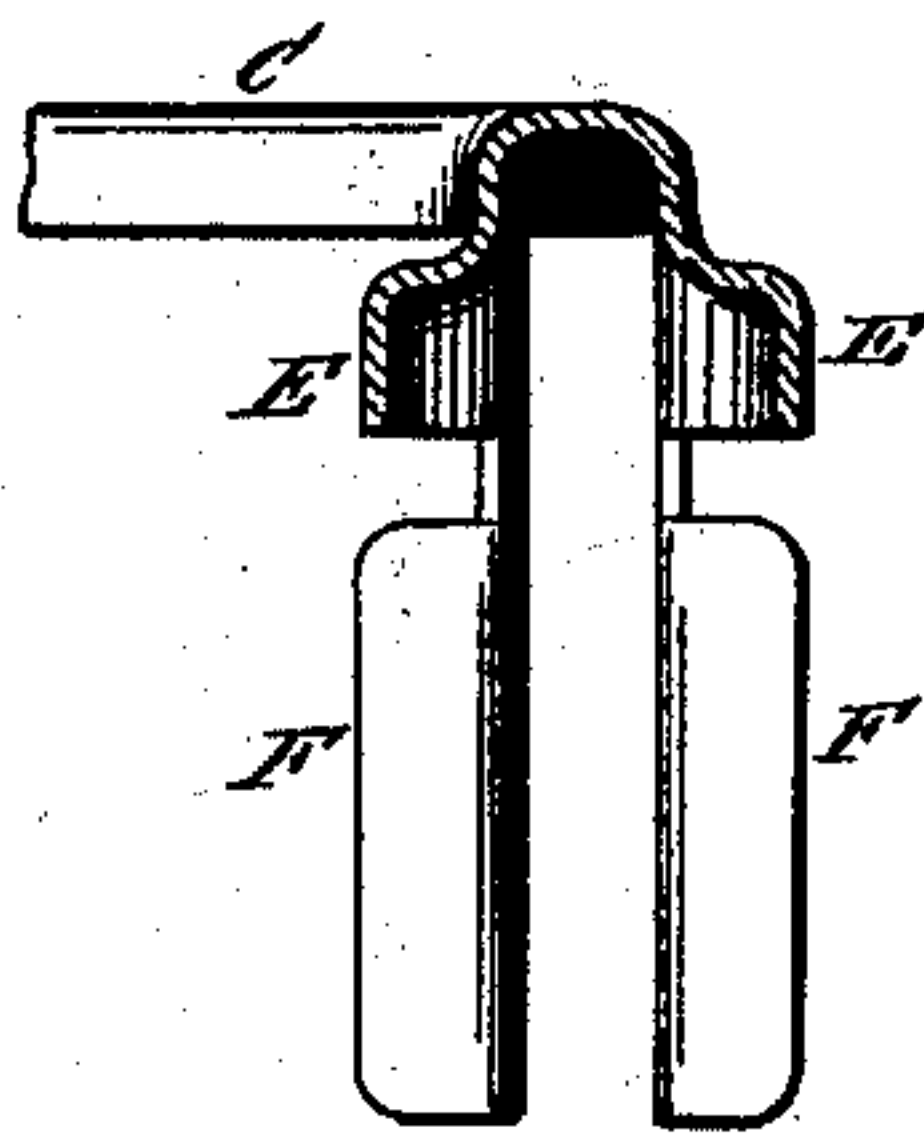
No. 410,164.

Patented Sept. 3, 1889.

*Fig. 1.*



*Fig. 2.*



Witnesses:

*Geo. W. Mott*

*Wm. Gardner*

Inventor:  
*Edward William Mackenzie Hughes*  
By his Attorney  
*E. N. Dickerson*

# UNITED STATES PATENT OFFICE.

EDWARD WILLIAM MACKENZIE HUGHES, OF CHICAGO, ILLINOIS, ASSIGNOR  
TO THE FOX SOLID PRESSED STEEL COMPANY, OF SAME PLACE.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 410,164, dated September 3, 1889.

Application filed June 11, 1889. Serial No. 313,912. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD WILLIAM MACKENZIE HUGHES, of Chicago, Cook county, State of Illinois, have invented a new and useful Improvement in Trucks, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to an improved truck-frame especially adapted for railroad cars or locomotives; and it consists in making the side frames and end frames of such truck of one integral piece of steel, which may include likewise the pedestals.

My invention will be readily understood from the accompanying drawings, in which—

Figure 1 represents an isometrical perspective; and Fig. 2, a section through the center of the pedestal, showing the metallic structure at that point.

My structure is made of a single piece of metal—by preference of steel—pressed between dies into the shape indicated. A blank of suitable shape to form the resulting truck-frame is first cut out, and then the same is pressed between dies in the manner now well known, so as to form the structure shown in Fig. 1. In this way a truck-frame is made of great strength and lightness, the inside and outside of the plates serving to form a pedestal, as shown.

In my drawings, A represents, generally, the truck; B B, the side frames thereof, and C C the end frames. As indicated, when the

plate is bent the two sides of it are substantially parallel and closed at the top. The pedestals D are formed of the two sides of the plate, while the upper part of the plate is pressed out, as shown at E, to give rigidity and a bearing-surface at that point. The pedestal-frame proper may be flanged out, as shown at F, in the process of pressing, so as to form supports for the wearing-plates.

I have not in these drawings indicated the method of supporting the transom, which may be done in any suitable way.

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

1. A truck-frame for vehicles, having the side frames and end frames integral, substantially as described.

2. A truck-frame for vehicles, having the side frames and end frames integral, the said side frames and end frames being pressed from a single piece of metal into a box shape, substantially as described.

3. The truck for moving vehicles herein shown, consisting of a single piece of pressed steel having side frames, end frames, and pedestals pressed therein, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWARD WILLIAM MACKENZIE HUGHES.

Witnesses:

W. S. HARTWELL,  
WM. VOSS.