(No Model.) 2 Sheets—Sheet 1.

W. H. SIEBECKER.

CAR TRUCK.

No. 458,759. Patented Sept. 1, 1891.

FIG. 5.

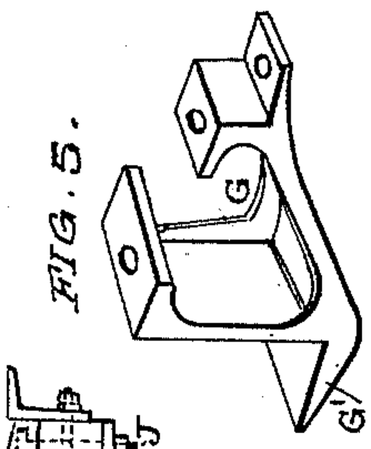


FIG. 6

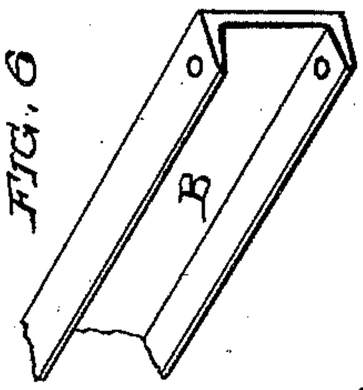


FIG. 1.

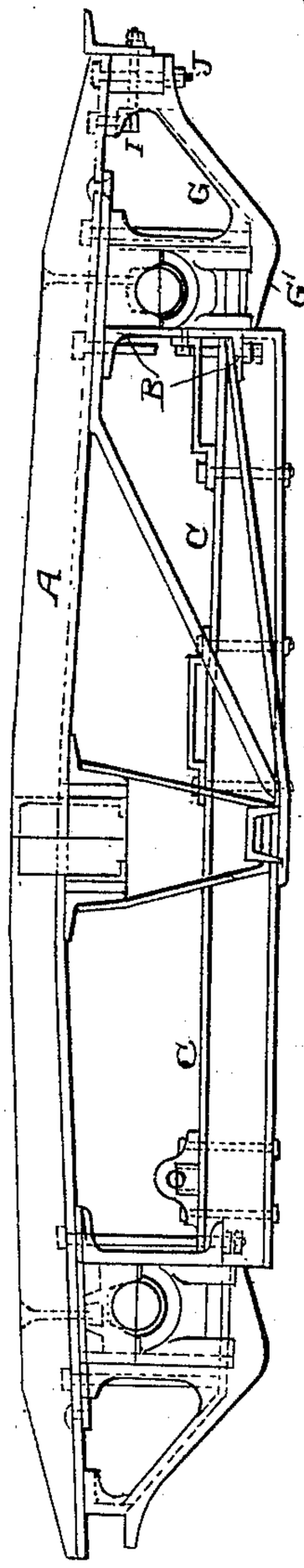
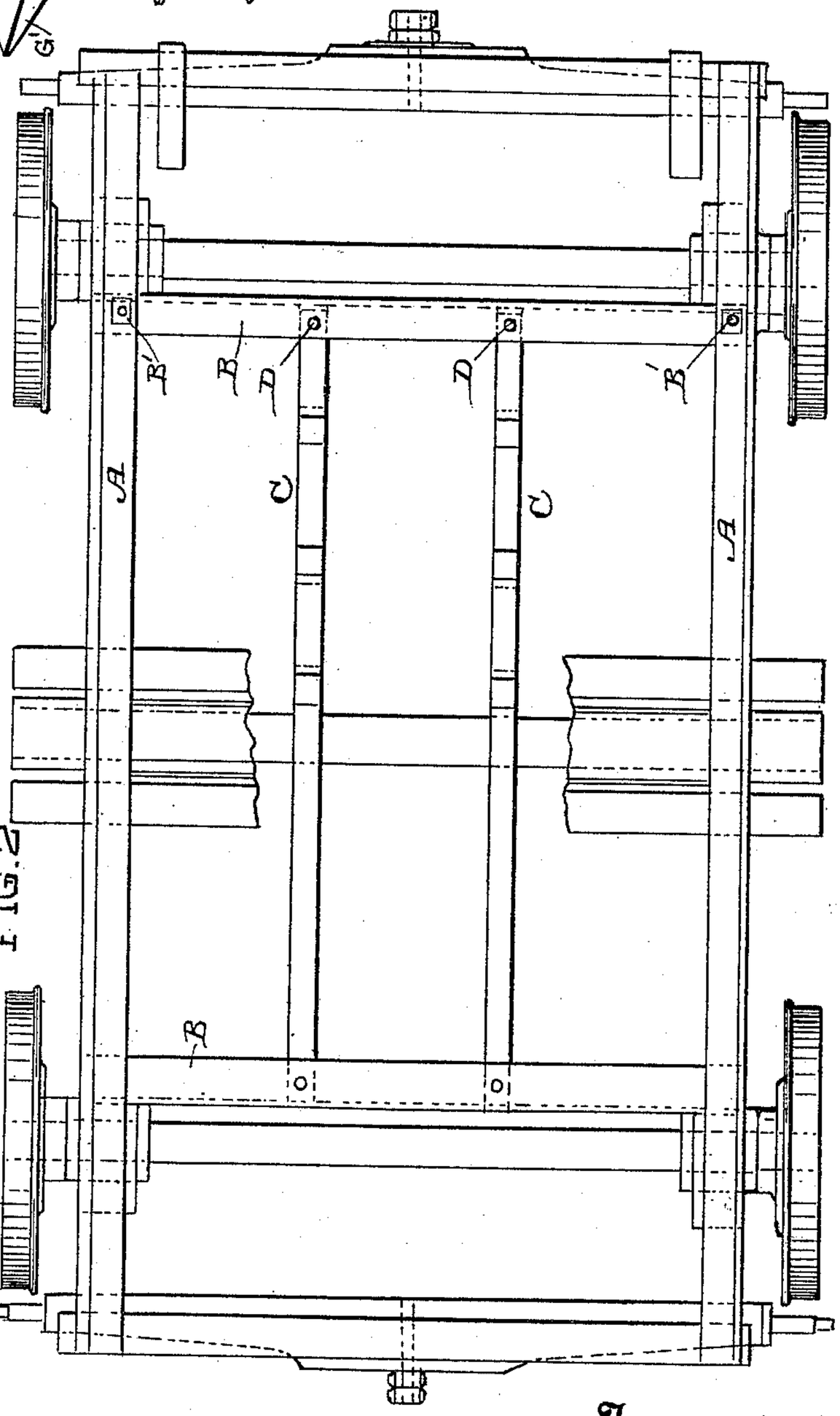


FIG. 2.



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(No Model.) 2 Sheets—Sheet 2.

W. H. SIEBECKER.

CAR TRUCK.

No. 458,759. Patented Sept. 1, 1891.

FIG. 3.

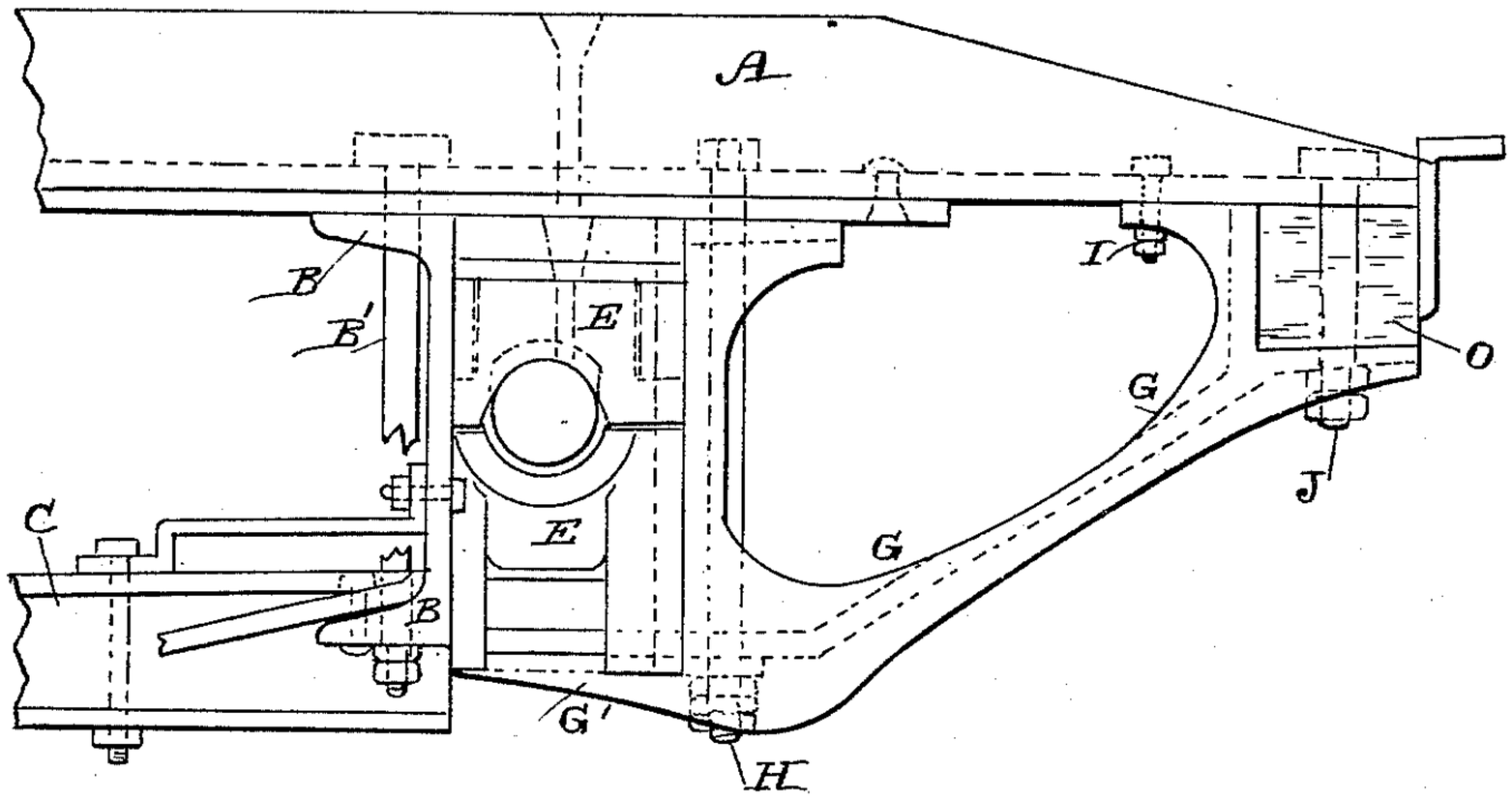
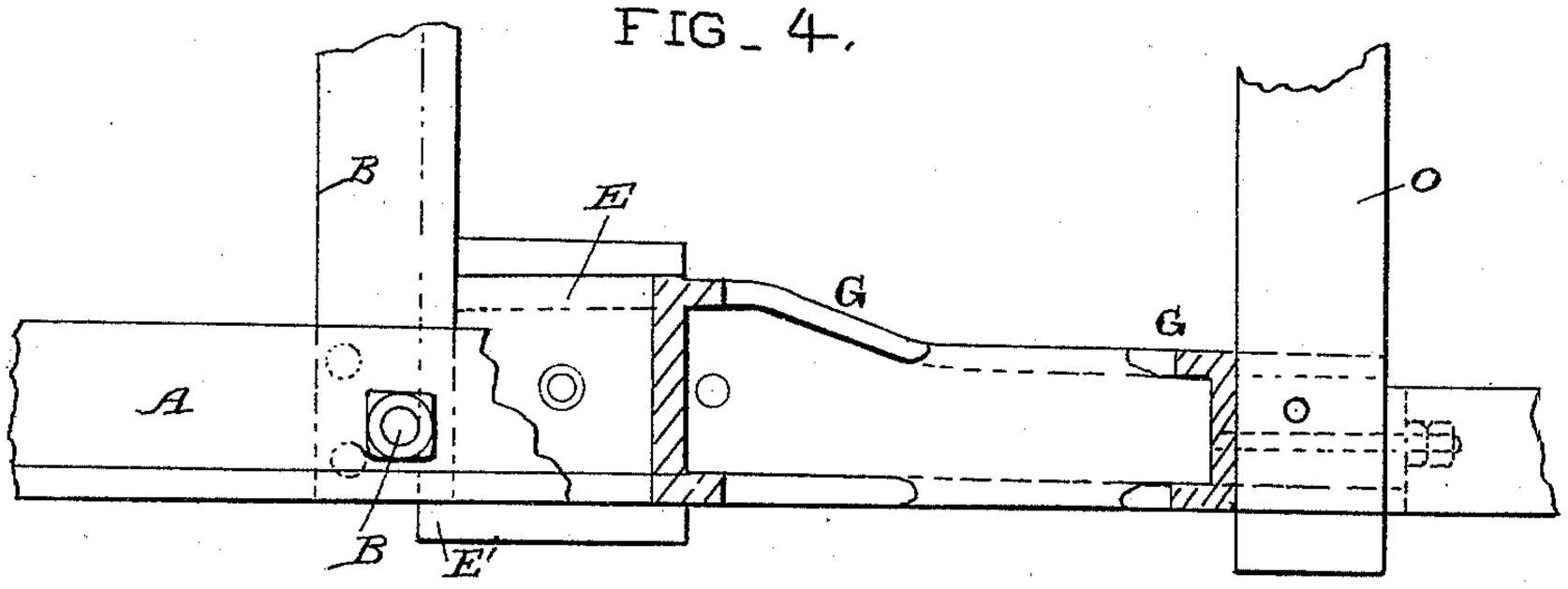


FIG. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM H. SIEBECKER, OF SAN FRANCISCO, CALIFORNIA.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 458,759, dated September 1, 1891.

Application filed May 20, 1891. Serial No. 393,451. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. SIEBECKER, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in Cable-Railway Trucks; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to certain improvements in cable-railway-car trucks; and it consists in certain details of construction, which will be more fully explained by reference to the accompanying drawings, in which—

Figure 1 is a side elevation of my truck. Fig. 2 is a plan view. Fig. 3 is an enlarged side view of one end. Fig. 4 is an enlarged plan of a section of the extension-piece. Fig. 5 is a perspective view of the extension. Fig. 6 is a perspective view of the channel-iron beams.

In the construction of car-trucks for cable railways in which the grip mechanism is supported from the truck there are two outside longitudinal timbers called the "wheel-pieces" and two intermediate timbers which are called the "grip-timbers," the grip mechanism being attached to and supported from these timbers. These have usually been so made as to extend the whole length of the truck-frame, passing beneath the wheel-axles and making it impossible to remove the latter from their journal-boxes without taking a great portion of the truck to pieces.

My present invention is designed to overcome this difficulty; and it consists, first, in supporting the grip-timbers in such a manner as not to interfere with or displace them when removing or replacing wheel-axles or axle-boxes.

It also consists in constructing the pedestals in such a manner as to allow the removing and replacing of the wheel-axles and axle-boxes without raising the truck more than just sufficient to relieve the strain on the axle.

A A are the side timbers, termed the "wheel-pieces," which are made of angle-iron and extend from end to end of the truck.

B B are channel-iron beams which extend transversely across from the outer side of one of the wheel-pieces to the outer side of the other, and they are secured to these timbers by bolts B′. The smooth sides of these channel-iron beams face outwardly, and they serve as the rear portion of the pedestals, within which the axle-boxes are fitted.

C C are the timbers upon which the grip is supported, which extend longitudinally from one of the beams B to the other, and they are secured thereto by bolts D passing through the lower flange of the channel-iron timbers B and the grip-timbers, so that the grip-timbers, instead of extending beyond the axles at either end, simply abut against these channel-iron timbers, which extend across the car-body inside the line of the axles.

E are the axle-boxes, the rear portion of which abut against the channel-iron timbers, which form a part of the pedestals for these boxes. The inner flanges of the boxes are cut away, so that the rear of the boxes abut against the faces of the beams B, and the outer flanges project over the outer ends of the beams, as at E′. This construction, in connection with the flanges on the opposite edges engaging the frames G, holds the boxes in place.

G G are castings of steel or iron made sufficiently strong and having flanges, as shown. These castings are bolted to the wheel-pieces by bolts at H, I, and J. The lower part of each of these castings extends below the lower part of the axle-boxes, as shown at G′, and thus prevents them from dropping out.

Whenever it is necessary to remove the axle-boxes and the axles, it is only necessary to remove the bolts by which the extension-pieces G G′ at each side of the axle are secured to the wheel-pieces, and the car being raised sufficiently to relieve the axles of its pressure and weight the axle-boxes and axles may be removed toward each end without disturbing the grip-timbers or any other portion of the car-body. When these extension-pieces are secured in place, their outer ends are united by transverse timbers O, which extend transversely across each end of the car and are bolted or secured in spaces properly formed for them in the front ends of these castings and beneath the side timbers or wheel-pieces. The bolts J, which secure the front ends of the castings to the wheel-pieces, pass through these timbers, and thus hold the whole securely in place.

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

1. In a car-truck, the side timbers or wheel-pieces, the channel-iron timbers extending transversely between the side timbers, having their ends bolted thereto, the grip-timbers extending longitudinally between the channel-iron timbers, to which they are bolted, the wheel-axles extending parallel with and outside of the channel-iron beams, and journal-boxes within which the wheel-axles turn, said boxes being fitted against the channel-iron beams, which serve as the inner portions of the pedestals therefor, substantially as herein described.

2. In a car-truck, the side timbers or wheel-pieces and the transverse channel-iron bars secured thereto, forming rear portion of the pedestals for the axle-boxes and having the grip-timbers secured to them, in combination with the exterior steel or iron frames bolted to the wheel-pieces extending outwardly from the wheel-axles, having the extensions beneath, and forming the forward portion of the pedestals and supports for the lower parts of the axle-boxes, substantially as herein described.

In witness whereof I have hereunto set my hand.

WILLIAM H. SIEBECKER.

Witnesses:

S. H. NOURSE,

J. A. BAYLESS.