(No Model.)

G. R. JOUGHINS.

RAILWAY CAR TRUCK.

No. 547,379. Patented Oct. 1, 1895.

Fig. 1.

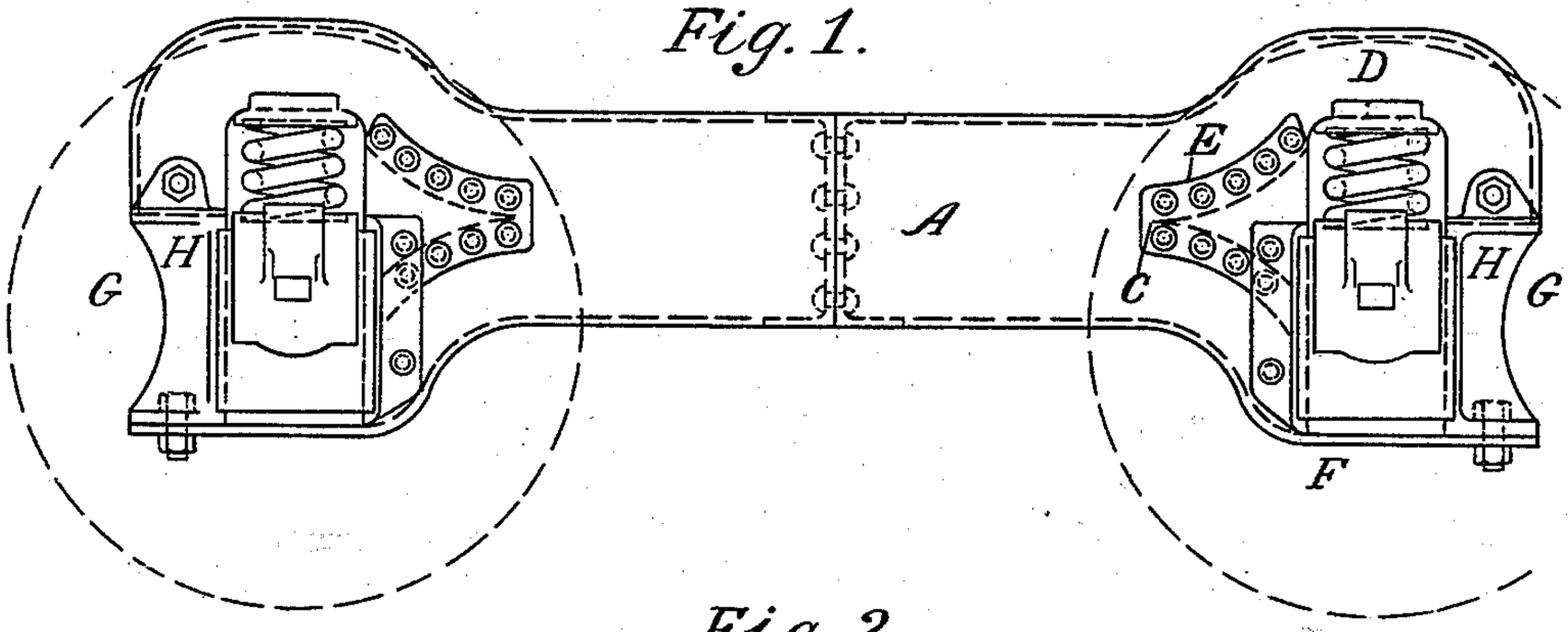


Fig. 2.

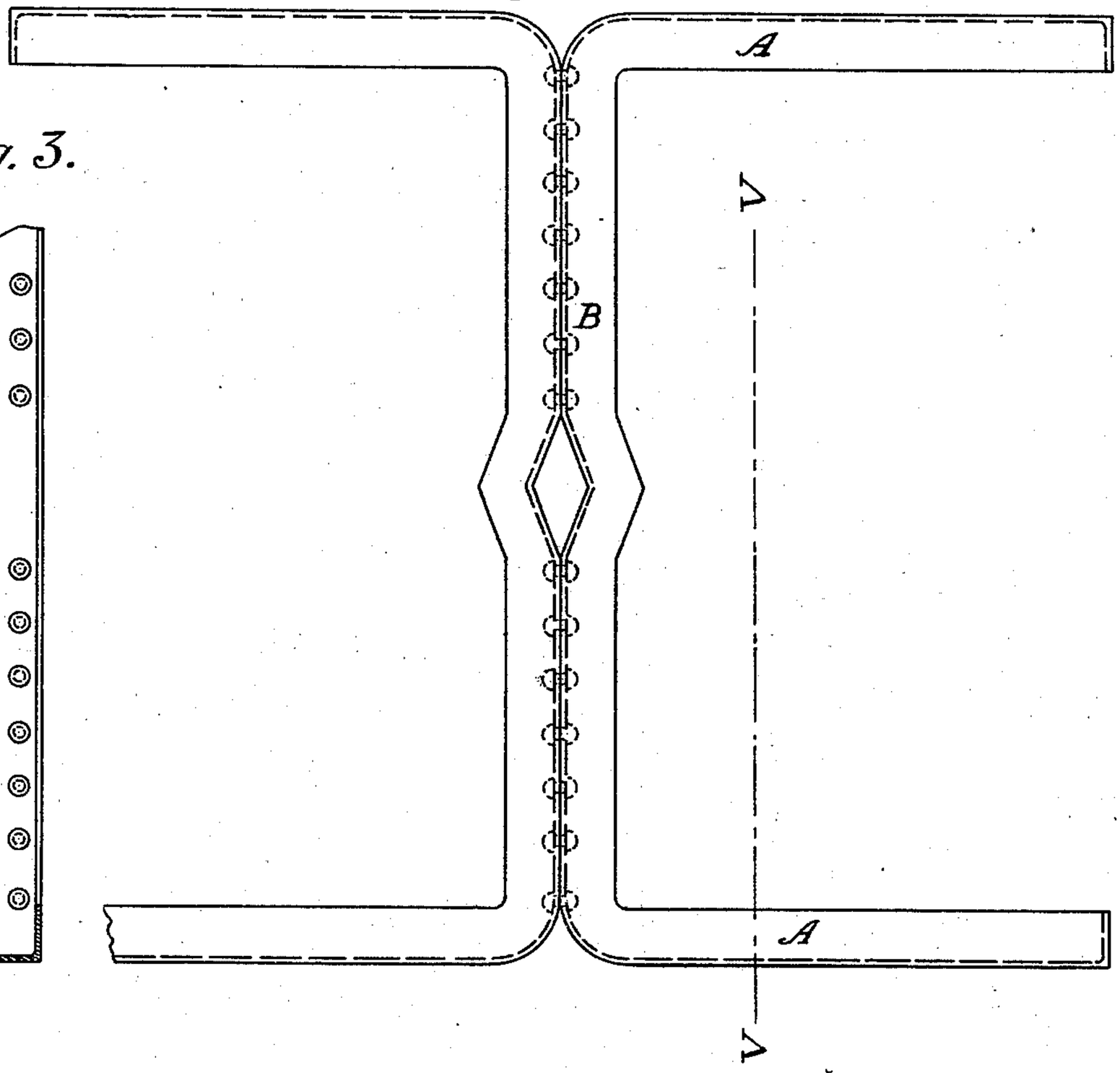
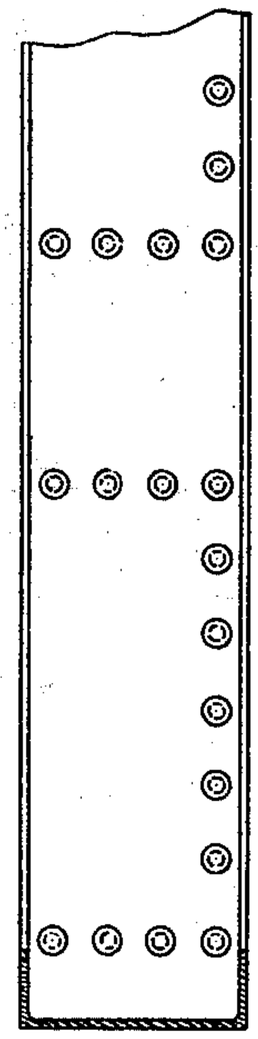


Fig. 3.



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UNITED STATES PATENT OFFICE.

GEORGE ROBERT JOUGHINS, OF BERKLEY, VIRGINIA, ASSIGNOR OF ONE-HALF TO EDWARD CLIFF, OF NEWARK, NEW JERSEY.

RAILWAY-CAR TRUCK.

SPECIFICATION forming part of Letters Patent No. 547,379, dated October 1, 1895.

Application filed December 12, 1894. Serial No. 531,586. (No model.)

To all whom it may concern:

Be it known that I, GEORGE ROBERT JOUGHINS, residing at Berkley, in the county of Norfolk, State of Virginia, have invented a new and useful Improvement in Railway-Car Trucks, of which the following is a specification.

My invention relates to improvements in metal railway-car-truck frames, and the objects of my improvement are, first, to construct a more durable truck-frame and one less liable to derangement than any previously made; second, to construct a lighter, stronger, and cheaper frame than any hitherto made; third, to facilitate the removal and replacing of wheels.

In the accompanying drawings, Figure 1 is an elevation; Fig. 2, a plan of the truck-frame; Fig. 3, a vertical cross-section through V V.

I attain my objects by making the frame mainly of two beams of metal, each beam being bent, as shown, to constitute two half-sides A and one transom B. The transoms may be placed any convenient distance apart, with distance-pieces and tie-plates connecting them; but if placed back to back, as shown on the drawings, they may be simply riveted together. The transoms will also require to be slightly bent at their center to give the necessary space for the usual center pin, all forming a strong, simple, and cheap frame.

To form a jaw or pedestal for the accommodation of the journal-box, I split up the metal beam for a suitable distance from the end to C, cut out the superfluous material, then open it out and bend the top and bottom parts of beam to form the top and bottom parts of pedestals, as shown at D and F, then restore the strength of the beam by attaching in any suitable way over the split, which has been opened out, a piece of metal, such as E, or of any other convenient form, or by welding a piece into it.

To facilitate the removal and replacement of wheels in the style of truck-frame described, and in which the journal-box has a vertical movement within the pedestals, I cut away part of the pedestal or jaw, as shown at G, for a sufficient height to easily admit the journal-box, leaving the bottom of the jaw permanently closed by prolonging the frame beneath the journal-box, as shown at F, so that wheels with attached axles may be rolled out of place as soon as the weight of the car is removed from them. The open space at the end is filled up with a removable piece of suitable shape, as H, which forms a shoe or rubbing-piece for the journal-box to rub against.

It is evident that other sections of rolled beams instead of the channel-beams shown may be used in the construction of this truck without departing from the nature of my invention.

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

1. The metal truck frame for railway cars, constructed by bending two beams, so that each beam shall form two half side frames and one transom, substantially as described.

2. In a metal beam side frame, a spring pocket formed within a pedestal having an opening at the side by prolonging above the journal box the said pedestal for a sufficient space to accommodate a spring, substantially as described.

3. In a pedestal formed at the end of a metal beam side frame and having an opening at the side, and in which the journal box has a vertical movement, a removable piece of metal to fill up said opening and provided with a rubbing face on one side for the journal box to rub against, substantially as described.

4. A truck frame consisting of two U shaped metal beams joined together substantially as described, and the ends of the said beams adapted to receive and support journal boxes, as herein set forth.

5. In a metal truck frame for railway cars, the side frames of which are formed from beams, the jaw or pedestal constructed by cutting to shape, splitting up and opening out the end of the side frame, with an attached piece of metal to restore the strength of the beam, substantially as described.

6. In a metal truck frame for railway cars, the transoms of which are formed from beams attached together, the transoms bent at their centers outwardly from each other for the reception of a center pin, substantially as described.

7. A truck frame made up of metal beams, the ends of the said beams fashioned to form pedestals with spring pockets and end open-

ings, and removable pieces adapted to close the end openings, substantially as described.

8. A pedestal provided with a spring pocket above the journal box, and having an opening at its side, closed by a removable piece of metal in combination with a flanged metal side frame, substantially as described.

9. A pedestal permanently closed at the bottom and open at the side and having a removable piece of metal adapted to close said opening in combination with a journal box having vertical movement therein, substantially as described.

10. The combination of the side frame formed of flanged metal beams, the pedestal having an opening at the side, and a journal box moving vertically in said pedestal, substantially as described.

11. The combination of the side frame formed of flanged metal, the pedestal having an opening at the side, the journal box moving vertically in said pedestal, and a removable piece of metal having a rubbing face on one side for the journal box to rub against, substantially as described.

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

GEORGE ROBERT JOUGHINS.

Witnesses:

JOHN WHETSTONE,

WILLIAM E. NICHOLSON.