

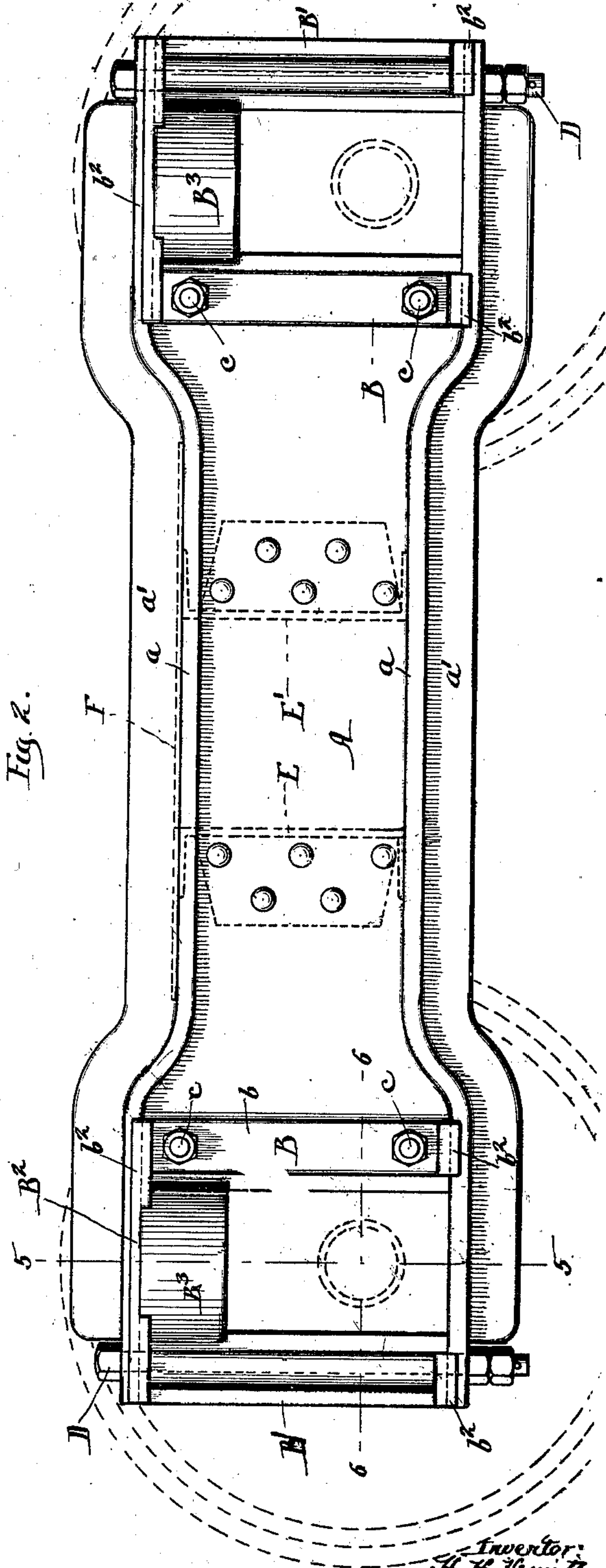
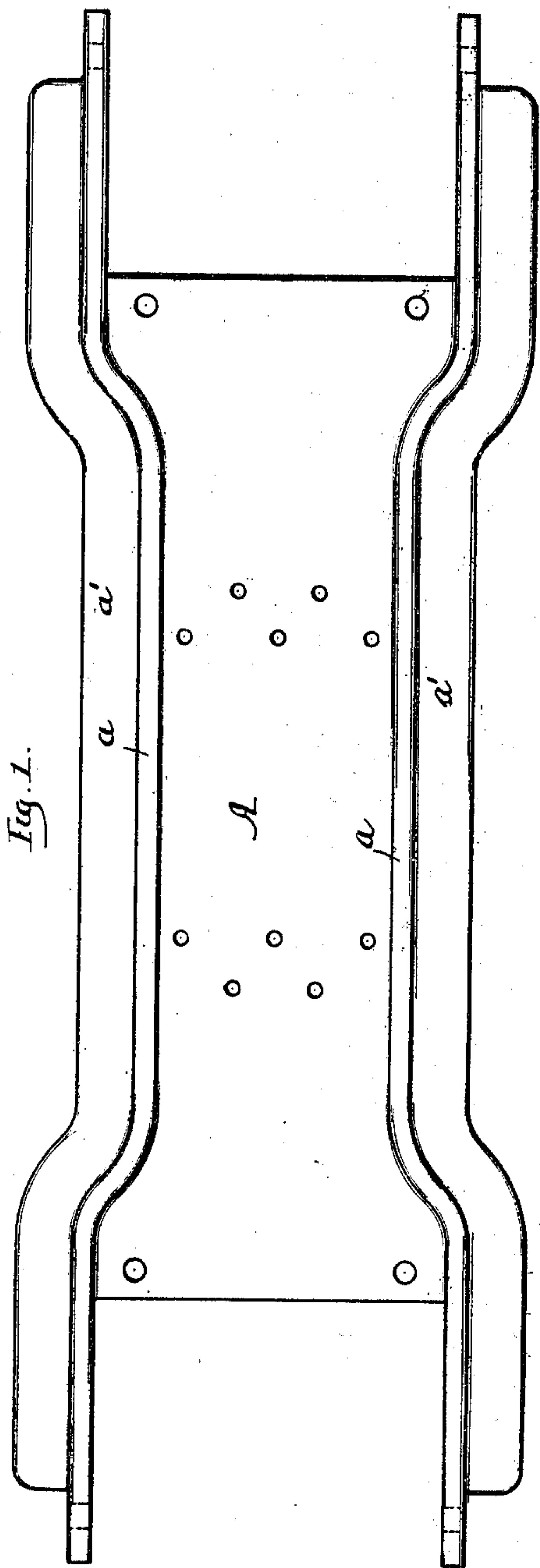
(No Model.)

2 Sheets—Sheet 1.

H. H. HEWITT.
CAR TRUCK.

No. 571,524.

Patented Nov. 17, 1896.



Witnesses:

Frederick L.
Alberta Adamick

Inventor:
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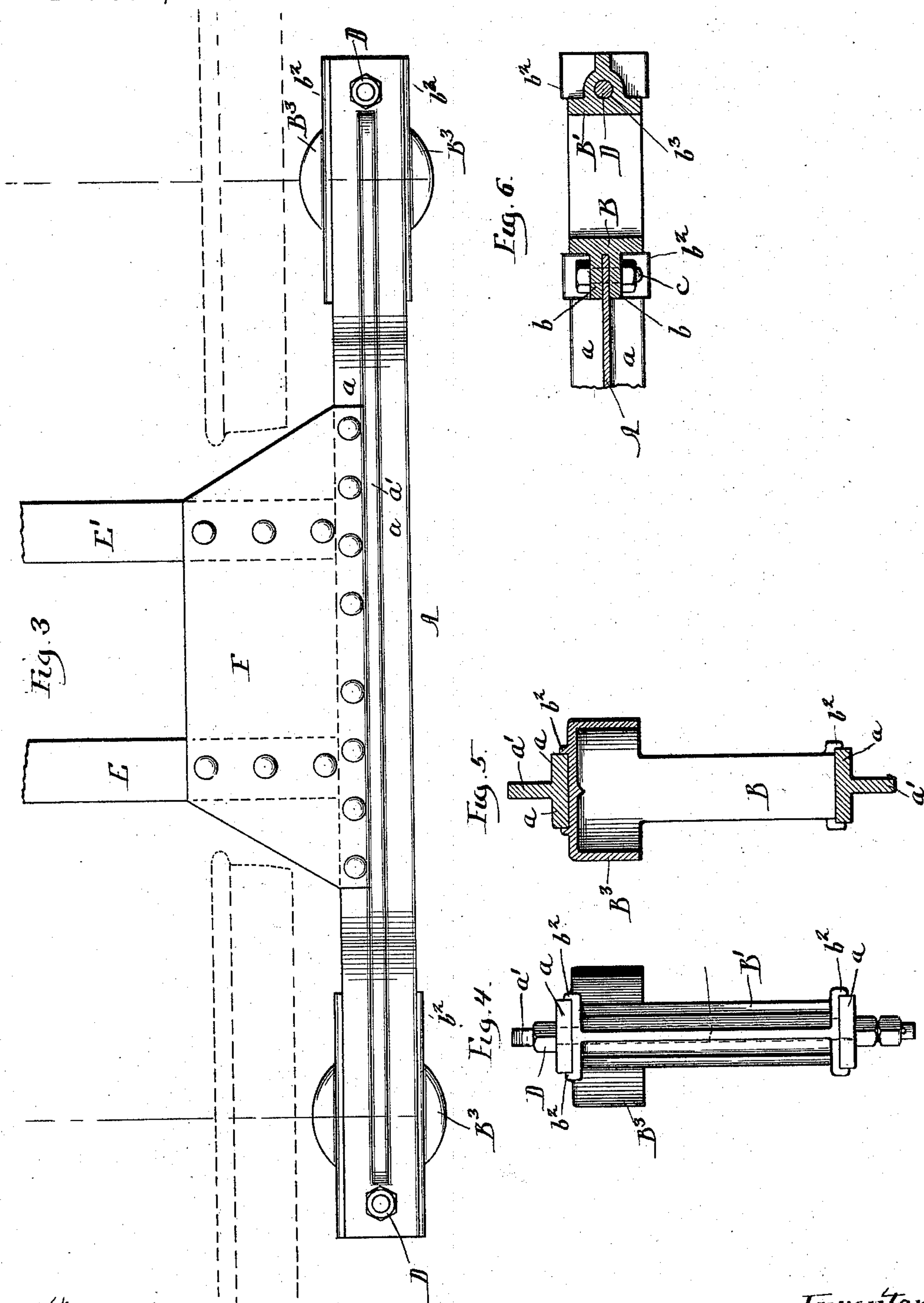
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UNITED STATES PATENT OFFICE.

HERBERT H. HEWITT, OF BUFFALO, NEW YORK.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 571,524, dated November 17, 1896.

Application filed October 5, 1896. Serial No. 607,938. (No model.)

To all whom it may concern:

Be it known that I, HERBERT H. HEWITT, a citizen of the United States, and a resident of the city of Buffalo, in the county of Erie, in the State of New York, have invented certain new and useful Improvements in Car-Trucks, of which I do declare the following to be a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

The present invention consists, primarily, in providing a car-truck, the side frames of which are furnished with bifurcated ends forming open-ended spaces, with pedestals that are formed each with two vertical jaws connected by a top plate, but open at the bottom for receiving the oil-box (and springs if desired.)

A further feature of the invention consists in forming the pedestal with a spring-cap in piece with the side jaws and top of the pedestal.

The invention further consists in various features of improvement hereinafter set forth, illustrated in the accompanying drawings, and particularly defined in the several claims at the end of this specification.

Figure 1 is a view in side elevation of the side frame. Fig. 2 is a view in side elevation of the side frame with the pedestals in place. Fig. 3 is a plan view of the side frame, showing the portions of the bolster attached thereto. Fig. 4 is an end view of a side frame with the pedestals in place. Fig. 5 is a view in vertical cross-section through the side frame at the center of the pedestals. Fig. 6 is a view in horizontal section through the end portion of the side frame and one of the pedestals.

In carrying out my present invention I prefer to employ the construction of side frame set forth in an application for Letters Patent filed by me in the United States Patent Office September 3, 1896, Serial No. 604,812.

The side frame is shown as formed from a plate girder or beam of metal (preferably steel) that is rolled to the shape shown in Fig. 1 of the drawings; that is to say, the side frame has a central web or body A, the top and bottom edges of which are thickened, preferably by lateral flanges *a*, preferably on both sides, and beyond these lateral flanges

are formed the vertical reinforce-ribs *a'*. The end portions of the web or body A are cut away to form the spaces to receive the pedestals wherein the oil-boxes (and preferably also the springs) of the trucks in such manner that the pedestals can be withdrawn horizontally or endwise from the side frames for the purpose of repairing or replacing parts.

In the preferred practice of my invention each of the pedestals consists of the inner and outer vertical sides or jaws B and B', that are united together by the top portion B², and preferably these parts are formed from a single casting. The bottom of each pedestal is left open to receive the oil-box, &c., but when the pedestal is set in place within the side frame the bottom of the pedestal will be closed by the corresponding projecting part at the end of the side frame. Preferably, although not essentially, each pedestal has its inner jaw provided with flanges *b*, between which will be received the end of the web or body A of the side frame, and suitable bolts *c* will removably connect the pedestal to said web or body. By preference also the top B² of each pedestal is formed with vertical ribs *b'*, that will extend at each side of the upper projecting arm or portion at the end of the truck-frame, and similar projections *b*² are shown as formed at the lower ends of the pedestal-jaws in order to more securely retain these jaws in position upon the lower projecting portion of the side frame. Through the outer jaw of each of the pedestals is formed a vertical hole *b*³ to receive a retaining-bolt D, that will pass through the reduced ends of the top and bottom projecting portions of the side frame, suitable nuts *d* being used to retain the bolt D securely in place. By preference each of the pedestals has formed in piece with its top and jaws a cap B³ to receive the upper end of the spring that is interposed between the pedestal top and the subjacent oil-box.

In placing the parts in position for use the truck-frame is first adjusted to the proper height in the horizontal position, and the pedestals are then placed over the oil-boxes (as are also the springs when springs are used on top of such boxes.) The wheels are then rolled toward the truck-frame, the ped-

estals being guided into the open-ended spaces formed by the bifurcated or projecting end portions of the side frames. The pedestals are then secured in place by the bolts *c* and by the through-bolt *D*, and the opening at the bottom of each pedestal is closed by the lower projecting end portions of the side frames. It will thus be seen that the lower ends of the pedestal-jaws are securely tied together and braced by the projecting lower portions of the side frame, so that the necessity of using separate parts for this purpose is avoided. By this means simplicity of structure is obtained and the number of parts is reduced, and, moreover, greater strength is given to the parts and the danger of their working loose is avoided. When the wheels, axles, oil-boxes, or the like are to be removed for replacement or repair, the trucks will be jacked up slightly, the bolts *D* and *c* will be withdrawn, and the pedestals will be removed endwise from the side frames, thereby permitting the oil-boxes, &c., to be removed from the bottoms of the pedestals. Preferably the side frames of the truck will be connected together by a bolster consisting of channel-bars *E* and *E'*, the bent ends of which will be riveted, as shown, to the web or body *A* of each of the side frames and the flanged edges of which will be riveted to plates *F*, that in turn are riveted to the inwardly-projecting flanges at the top of the side frame.

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

1. A side frame for car-trucks formed of a rolled beam having open-ended spaces at its ends to permit the pedestals to be inserted into and removed horizontally therefrom, in combination with three-sided pedestals formed with open bottoms and removably held within the end spaces of the side frame.

2. A side frame for car-trucks formed of a metal web, or body having top and bottom thickened edge portions projecting from its ends to form open-ended spaces for the pedestals, in combination with three-sided pedestals within the end spaces of the side frame, the bottoms of said pedestals being closed by

the bottom thickened end portions of the side frame.

3. A side frame for car-trucks formed from a single rolled-plate girder or beam having a thin web or body and having integral with said web or body top and bottom thickened edges projecting at its ends, in combination with three-sided pedestals removably held within the end spaces of the side frame, the bottoms of said pedestals being closed by the bottom projecting thickened portions of the side frame.

4. A side frame for car-trucks comprising a metal web or body provided at its ends with top and bottom projecting portions forming pedestal-spaces, in combination with three-sided pedestals formed with open bottoms, said pedestals being removably bolted to the web or body and to the top and bottom projecting end portions of the side frame.

5. A side frame for car-trucks comprising a metal web or body provided at its ends with top and bottom projecting portions forming pedestal-spaces, in combination with three-sided pedestals provided at top and bottom with vertical projections to engage the projecting end portions of the side frame.

6. A pedestal for the side frame of a car-truck formed of a single piece consisting of integral jaws or sides and top the inner jaw being flanged to engage the web and the top being flanged to engage the projecting end of the side frame and a spring-cap formed in one piece therewith.

7. A pedestal for the side frame of a car-truck consisting of integral jaws or sides and top the inner jaw being formed with double flanges to straddle the end of the body of the side frame.

8. A pedestal for the side frame of a car-truck consisting of integral jaws or sides and top, one of said jaws having a vertical hole therethrough to receive a bolt and the other of said jaws being flanged to permit it to be attached to the body of the side frame.

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