(No Model.)

R. M. HASBROUCK.

CAR AXLE.

No. 602,539. Patented Apr. 19, 1898.

Fig. I

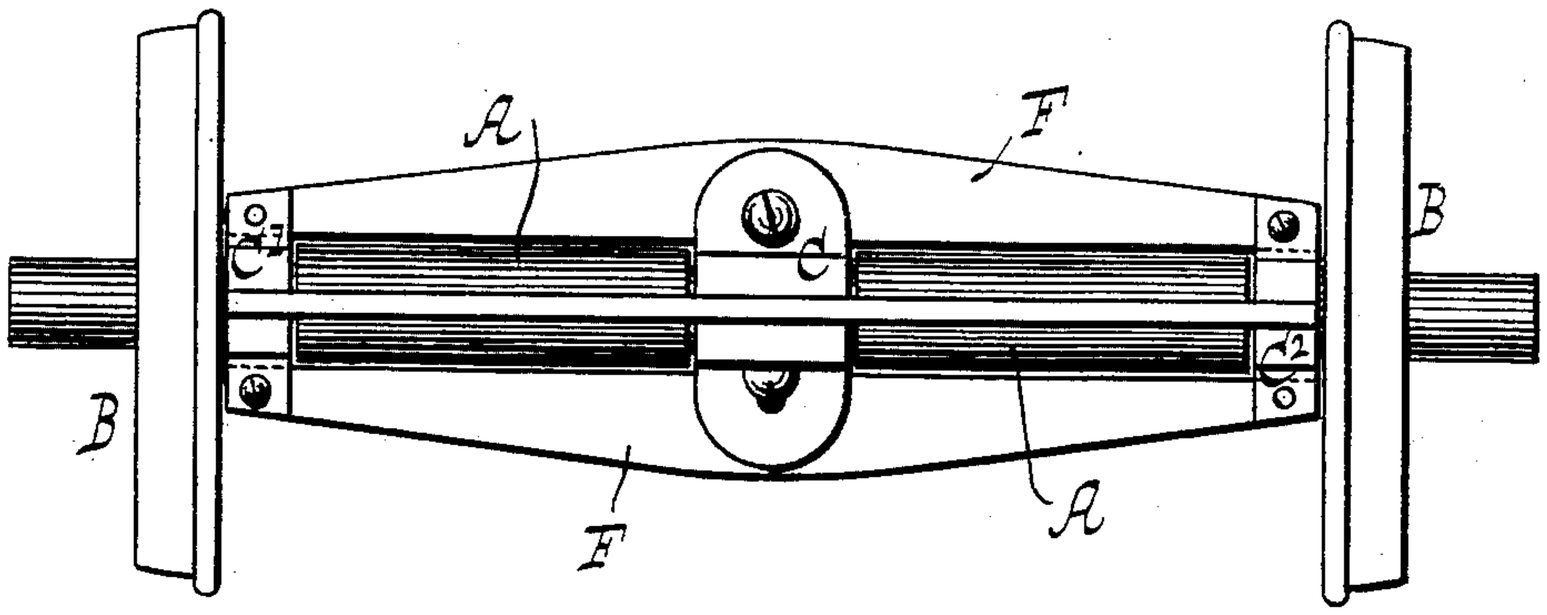


Fig. II

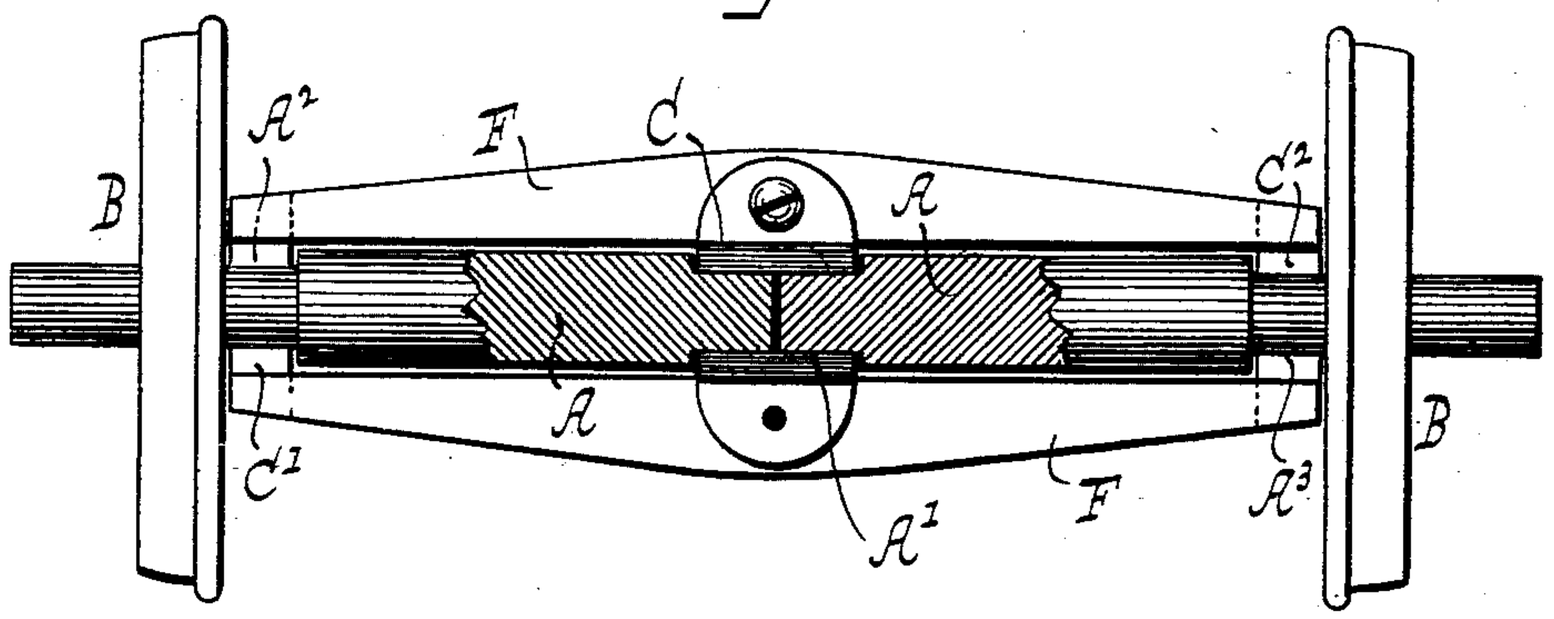
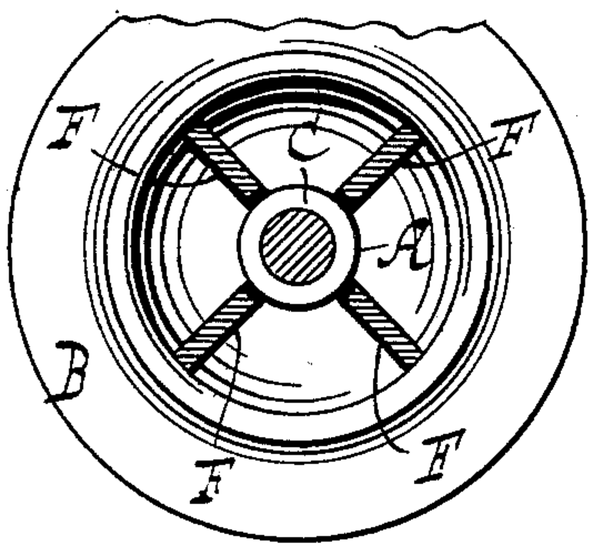


Fig. III



Witnesses
Chas. Wahlers
H. J. Hanson.

Inventor
Robert M. Hasbrouck
By his Attorney
Wheeler & Coe

UNITED STATES PATENT OFFICE.

ROBERT M. HASBROUCK, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO GEORGE W. THOMPSON, OF BROOKLYN, NEW YORK.

CAR-AXLE.

SPECIFICATION forming part of Letters Patent No. 602,539, dated April 19, 1898.

Application filed March 27, 1897. Serial No. 629,536. (No model.)

To all whom it may concern:

Be it known that I, ROBERT M. HASBROUCK, a citizen of the United States, and a resident of New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Car-Axles, of which the following is a specification.

My invention relates especially to that class of car-axles which are divided transversely in the center thereof into two parts or sections, each of which is concomitant to one of the wheels for the purpose of adapting the wheels and the respective sections of the axle to revolve independent of each other, as in rounding curves of the car-track.

The object of my invention is directed to the purpose of affording a simple and effective truss-support to the axle-sections upon each other; and it consists in the employment of a truss of certain novel construction, including truss-bars which extend continuously the length of the axle, and sectional truss-heads which are located one at the mid-length and one at each end of the axle, the truss-heads engaging with grooves of the axle, as will be hereinafter more fully described.

In the accompanying drawings, Figure I represents a side view of my invention. Fig. II represents a partial side view and partial longitudinal section thereof. Fig. III represents a cross-section thereof.

Similar letters of reference indicate similar parts.

The letter A indicates each of the two sections of the divided axle, each of which sections is a counterpart of the other and on each of which is mounted one of the car-wheels B in any suitable manner.

The letters C C′ C^2 indicate the truss-heads, each of which is formed in four sections for adapting the same to a corresponding number of truss-bars; but it may be here remarked that the number of the head-sections, as well as of the truss-bars, may be varied, although I have found it expedient to use the four parts.

The letters A′ A^2 A^3 indicate the grooves of the car-axle into which are fitted the truss-heads C C′ C^2, respectively, one of these grooves being at the mid-length and one at each end of the axle adjacent to either of the car-wheels.

The letter F indicates the truss-bars, which extend continuously the length of the axle between the car-wheels B and which are fitted and secured in the truss-heads C C′ C^2 between their sections by means of screw-bolts or other suitable fastenings passing through the truss-bars and those portions of the head-sections contiguous thereto.

From this description it will be apparent that a very effective truss-support is afforded to the axle-sections A upon each other, with simplicity of construction of the truss, while the axle-sections are adapted to revolve freely independent of each other.

I am aware that a divided car-axle has heretofore been equipped with a divided truss—that is to say, a truss which, like the axle, is divided transversely into two sections normally independent of each other—and such is not within the scope of my invention, which is based on the employment of the continuous truss-bars in conjunction with the sectional truss-heads. The truss-bars obviously form the main constituents of the truss, and, being continuous of the axle instead of being divided, these bars tend to impart to the truss a maximum degree of strength and durability. By the sectional condition of the truss-heads the latter readily accommodate themselves to the truss-bars fitted therein, while the grooves turned in the axle for receiving the truss-heads serve to effectually retain the latter, together with the truss-bars, in firm and symmetrical position on the axle.

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

The herein-described axle-supporting truss, composed of the continuous truss-bars extending the length of the axle, and of the sectional truss-heads one at the mid-length and one at each end of the axle, in combination with the divided axle with grooves at the required points to receive the truss-heads, for the purpose set forth.

Signed at New York city, in the county of New York and State of New York, this 13th day of March, A. D. 1897.

ROBERT M. HASBROUCK.

Witnesses:
CHARLES G. COE,
CHAS. WAHLERS.