No. 609,178. Patented Aug. 16, 1898.

B. BAGSHAWE.

WEARING LINER FOR CAR TRUCKS.

(Application filed Feb. 13, 1894. Renewed June 29, 1898.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1.

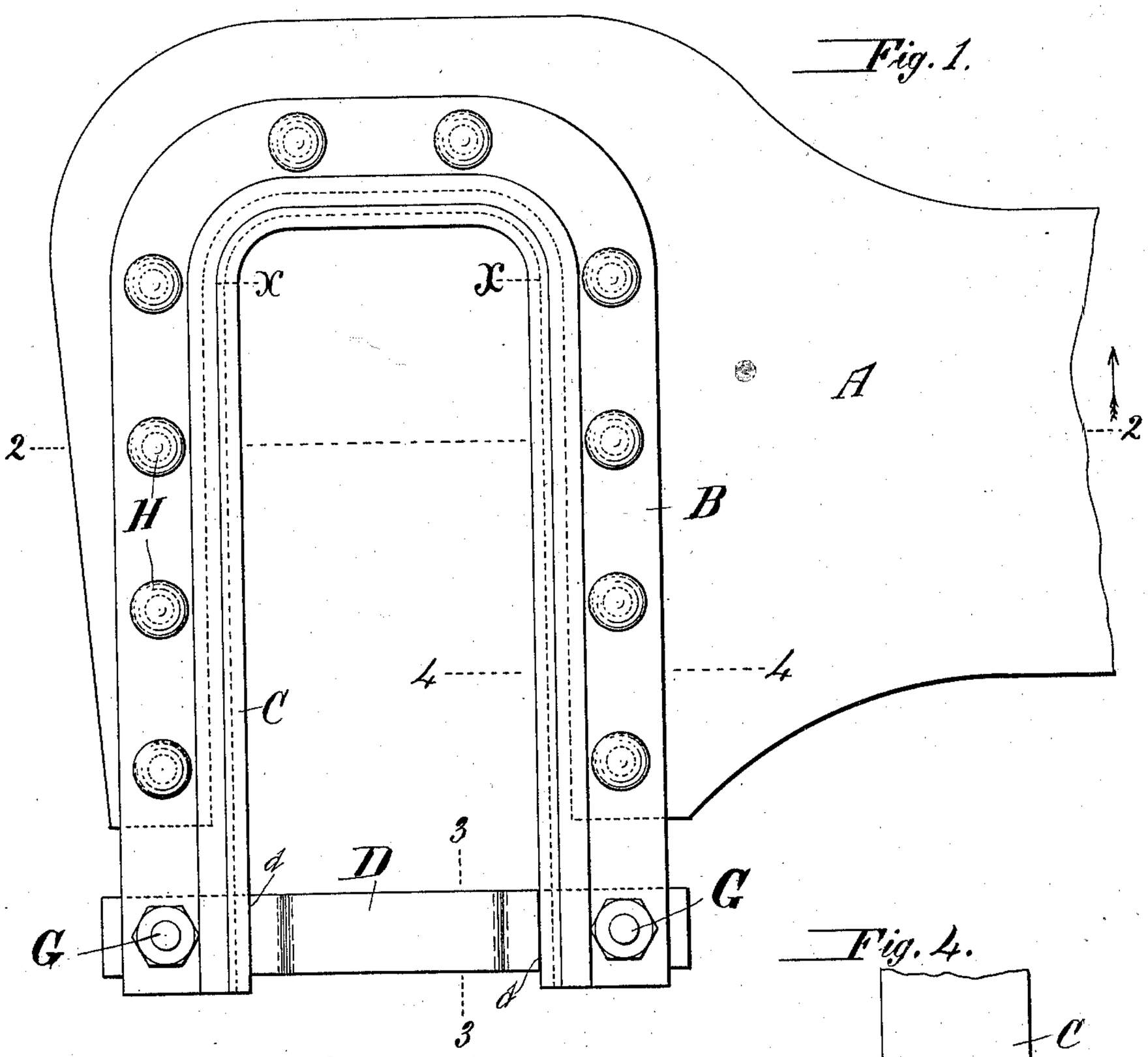


Fig. 4.

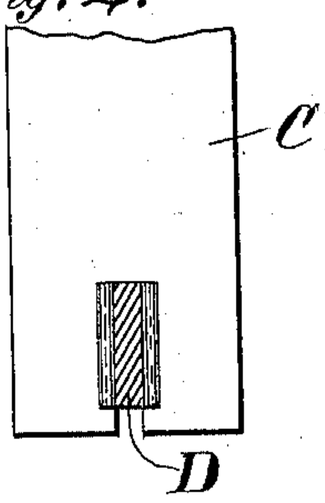


Fig. 3.

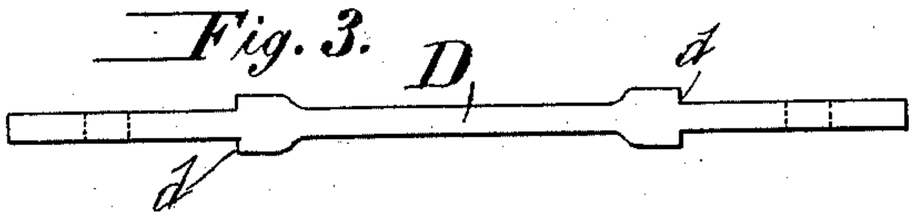
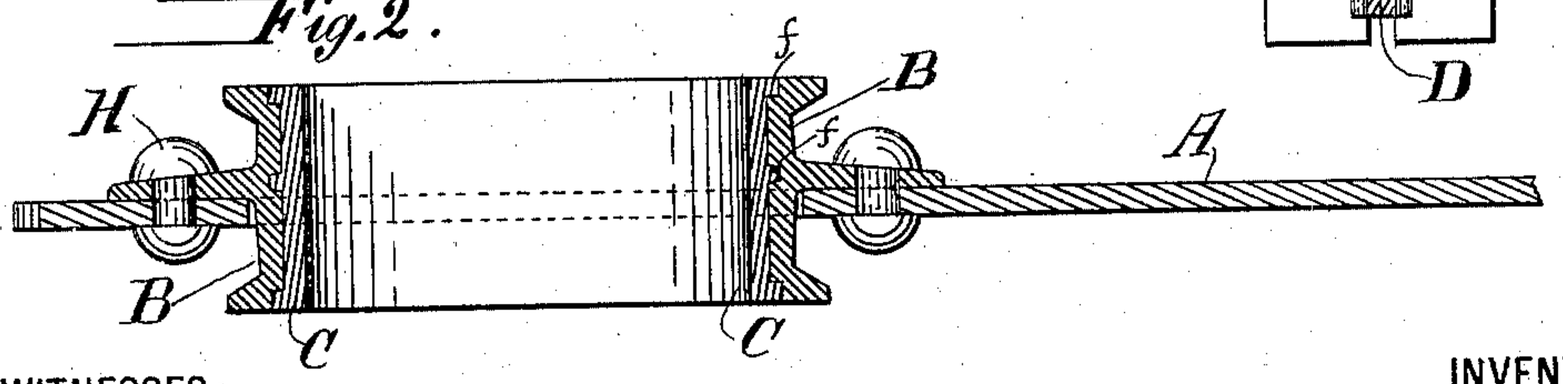


Fig. 2.



WITNESSES:

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INVENTOR

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His ATTORNEY

No. 609,178. Patented Aug. 16, 1898.

B. BAGSHAWE.

WEARING LINER FOR CAR TRUCKS.

(Application filed Feb. 13, 1894. Renewed June 29, 1898.)

(No Model.) 2 Sheets—Sheet 2.

Fig 5

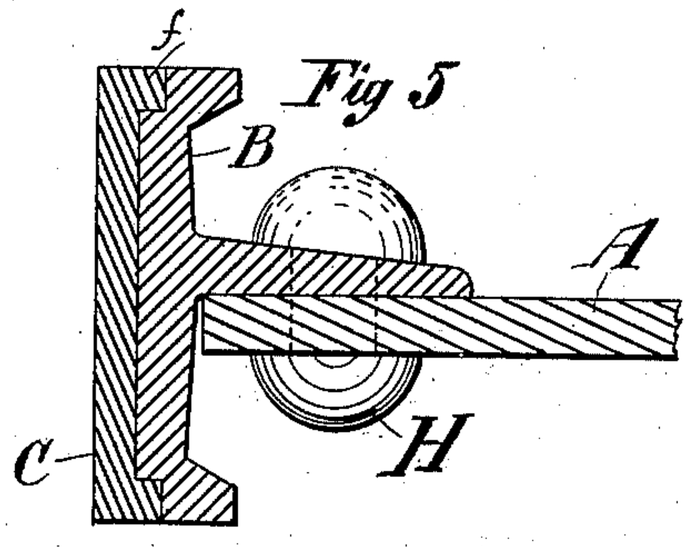


Fig. 6.

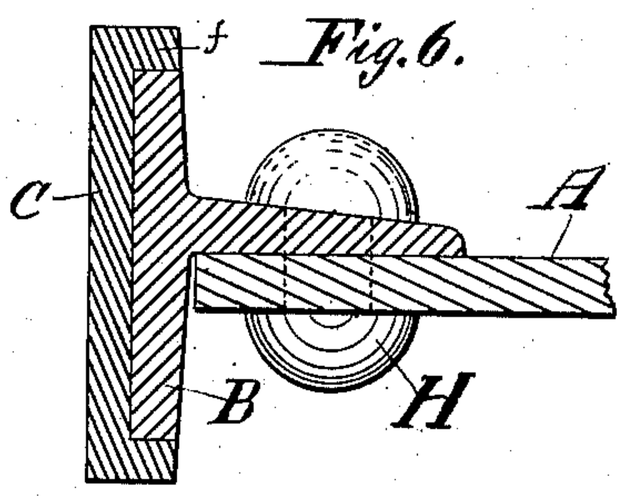


Fig. 7.

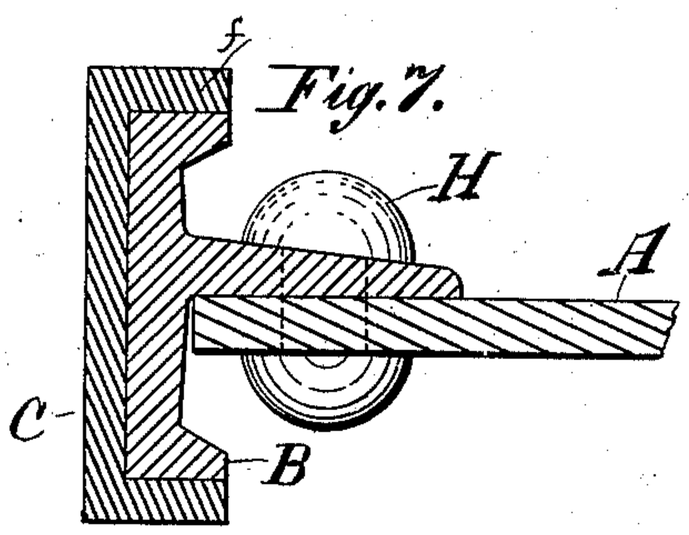


Fig. 8.

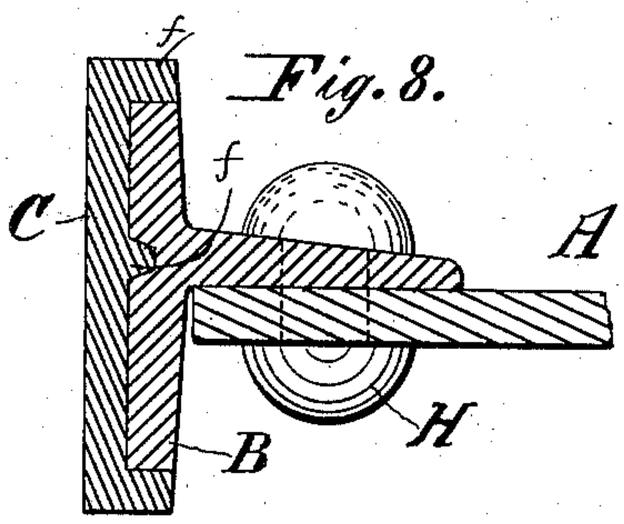


Fig. 9.

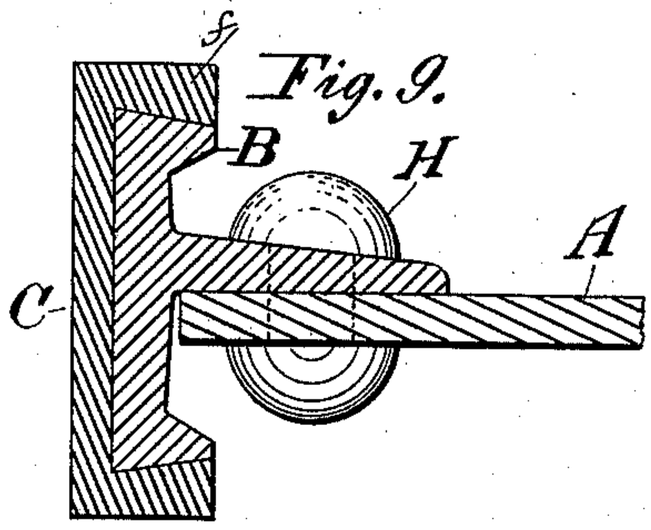


Fig. 10.

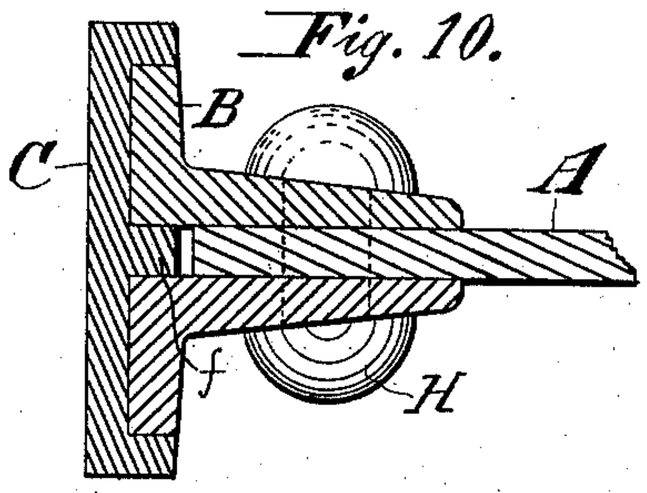
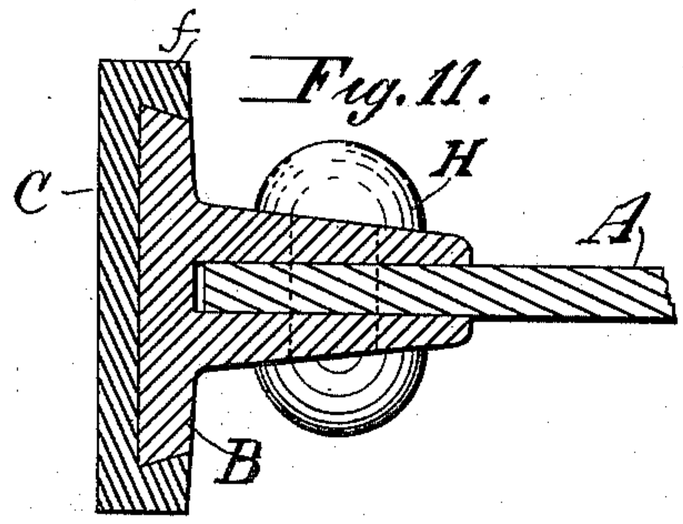


Fig. 11.



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E N Dickerson

His ATTORNEY

UNITED STATES PATENT OFFICE.

BERNAL BAGSHAWE, OF HEADINGLY, ENGLAND, ASSIGNOR TO THE FOX SOLID PRESSED STEEL COMPANY, OF ILLINOIS.

WEARING-LINER FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 609,178, dated August 16, 1898.

Application filed February 13, 1894. Renewed June 29, 1898. Serial No. 684,734. (No model.)

To all whom it may concern:

Be it known that I, BERNAL BAGSHAWE, of Headingly, Leeds, York county, England, have invented a new and useful Improvement in Wearing-Liners for Car-Trucks, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to an improvement in car-trucks made of pressed steel in which the journal-boxes slide or move vertically in pedestals attached within suitable openings in the truck-frames.

My invention consists in providing the pedestals with wearing plates or liners to receive the contact-surfaces of the journal-boxes, said wearing-plates fitted all around the axle-box opening.

It further consists in providing a pedestal of improved construction.

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

Figure 1 represents a lateral elevation of one end of the side frame of a truck; Fig. 2, a sectional plan view through Fig. 1 on line 2 2 in the direction of the arrow. Fig. 3 is a plan view of the connecting-strap. Fig. 4 is a section of the strap, taken at the line 3 3, Fig. 1. Figs. 5, 6, 7, 8, 9, 10, and 11 are sectional plan views of modifications, taken as through a line 4 4, Fig. 1.

A indicates one end of the side plate of a car-truck, with an opening in which a pedestal B is secured by rivets H or other suitable means. The pedestal is made of T iron or steel in one piece. It may be made of two angled parts, as shown in Fig. 10, in which case the frame A is riveted between the two parts. The pedestal when made integral may have a single projecting flange for attachment to the frame A, or it may be provided with two such flanges, as shown in Fig. 11, between which the frame edge is secured. The inner surface of the pedestal may be provided with recesses or grooves, as shown in Figs. 2 and 8, with beveled edges, as shown in Figs. 9 and 11, or it may be smooth, with square corners.

The journal-box is adapted to slide within the pedestal, and in order to prevent the wearing which would occur when the sides of the cast journal are rough and the pedestal constructed of soft material I provide a wearing plate or liner C, which conforms to the inner surface of the pedestal, to which it is removably attached. The outer surface of this wearing-liner is made to engage the pedestal by means of ribs, beveled flanges, or straight flanges *f*, according to the contour of the inner surface of the pedestal employed.

The lower ends of the wearing-plate and pedestal are provided with short lateral registering slots, within which are secured by bolts G or otherwise the ends of the strap or bar D, which extends across the opening of the pedestal and keeps the wearing-liner in place by engaging the slots formed therein. The bar D is provided with shoulders *d*, which bear against the wearing-liner and hold it in place against the sides of the pedestal. It will thus be seen that when the wearing-liners become worn they may be easily removed and new ones substituted.

The wearing-liner may be made in one piece or in several sections. In the forms illustrated in Figs. 9 and 11, in which the wearing-liners are connected to the pedestals by a dovetail joint, it is obvious that the side sections, extending to points X X, Fig. 1, must be made separate from the top portion, as only the side sections could be adjusted in place by such a connection. The top section may be fitted to the pedestal by any of the forms of attachment shown and will of course be held in place by the side sections. This part of my improvement consists in the application of a detachable wearing-liner extending all around the axle-box opening to the pedestal of all truck-frames in which a journal-box slides, whether such pedestals are made of one continuous strip or in two strips attached to opposite sides of the pedestal-opening in the side frame of the truck.

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

1. In a truck-frame, a wearing-liner fitting all around the axle-box opening, and provided with one or more flanges engaging the truck-frame, substantially as specified.

2. In a truck-frame, the combination of a pedestal composed of two angle-strips and a wearing-liner fitting all around the axle-box opening and provided with one or more flanges engaging the angle-strips, substantially as specified.

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

BERNAL BAGSHAWE.

Witnesses:
H. S. HEPWORTH,
ALEX. L. CROFT.