

No. 626,517.

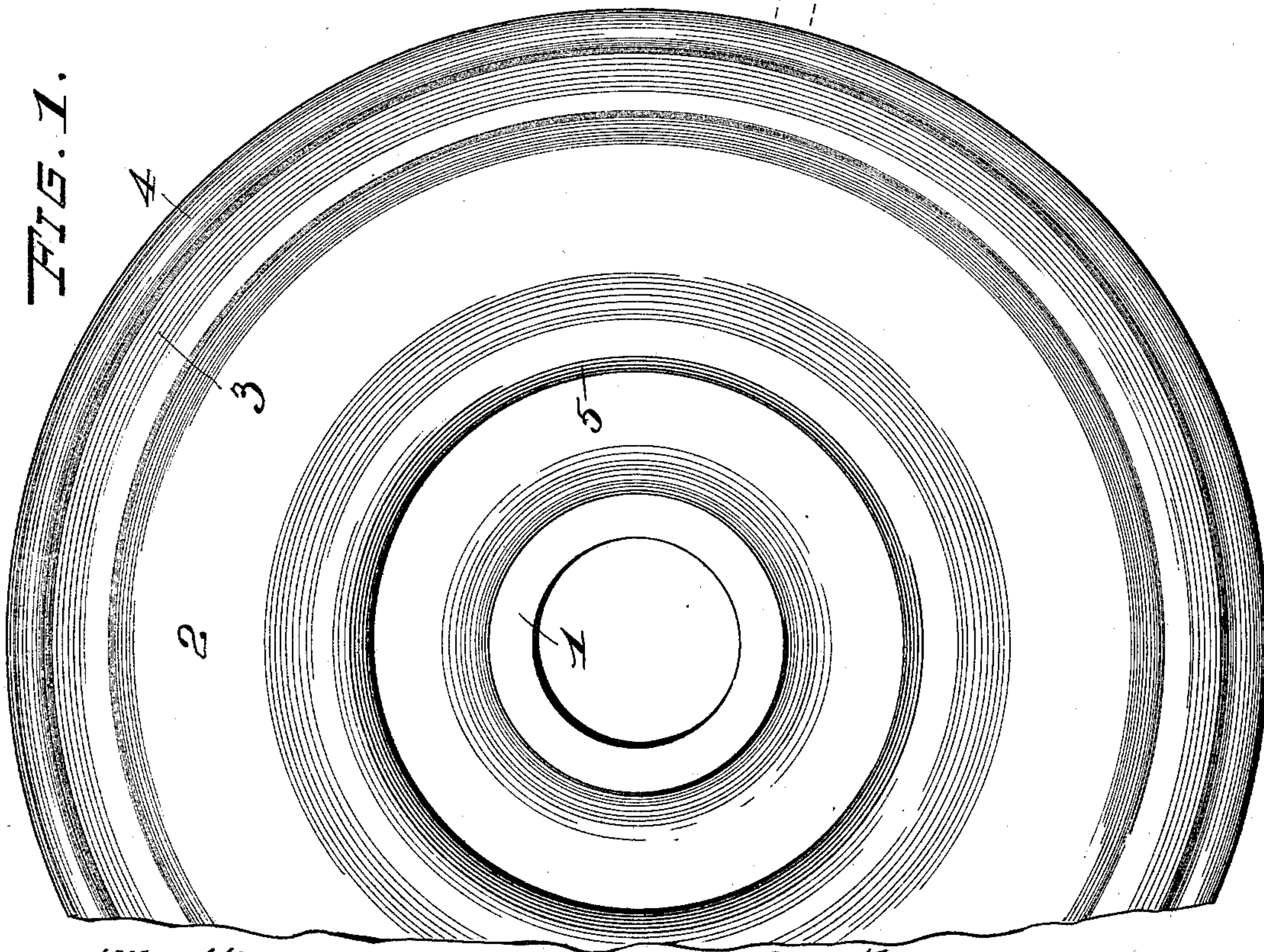
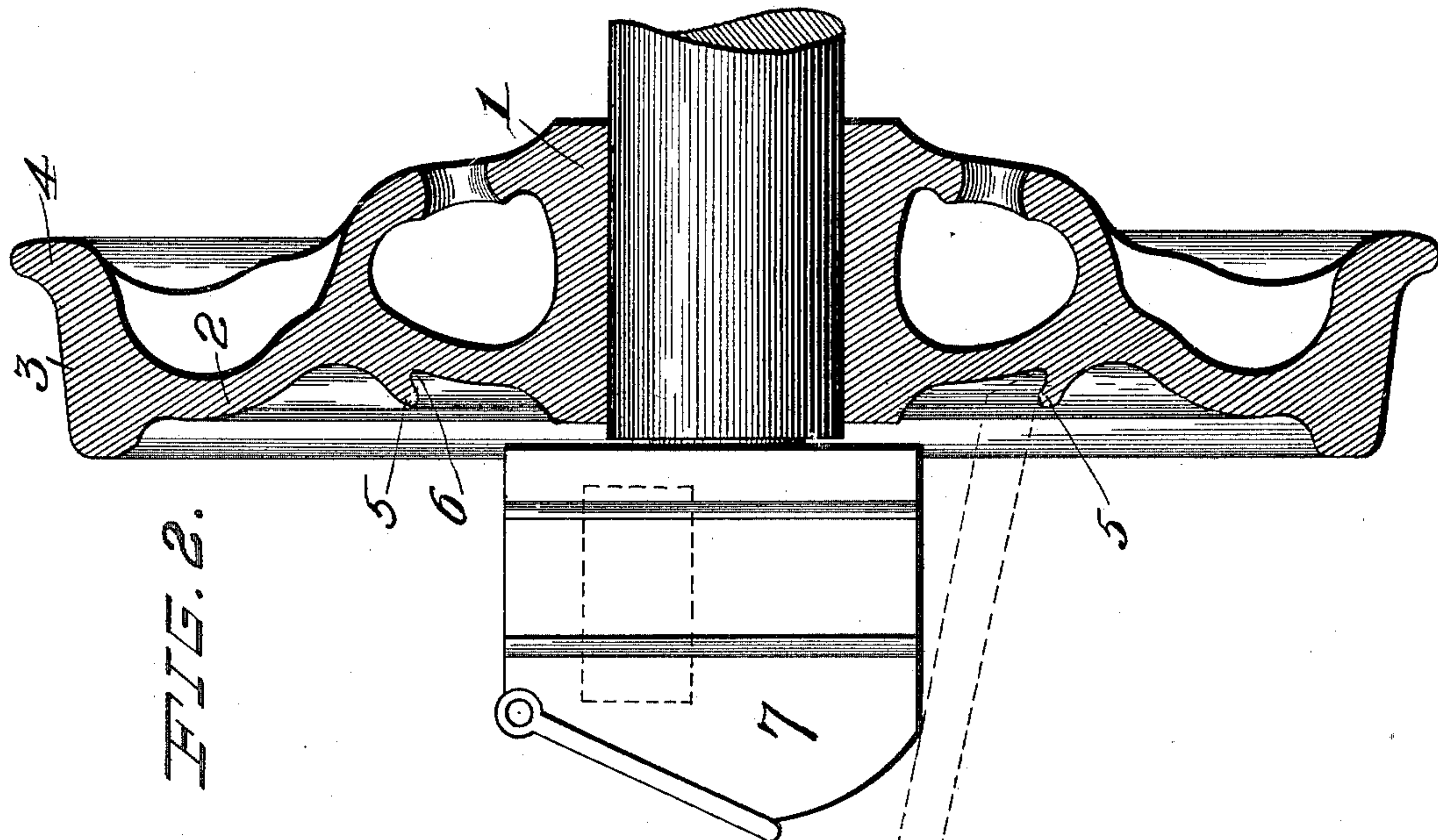
Patented June 6, 1899.

T. A. BAINBRIDGE.

CAR WHEEL.

(Application filed Apr. 3, 1899.)

(No Model.)



Attest  
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By Higdon & Lusk, Attys.



# UNITED STATES PATENT OFFICE.

THOMAS A. BAINBRIDGE, OF ST. LOUIS, MISSOURI.

## CAR-WHEEL.

SPECIFICATION forming part of Letters Patent No. 626,517, dated June 6, 1899.

Application filed April 3, 1899. Serial No. 711,627. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS A. BAINBRIDGE, of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Car-Wheels, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to car-wheels; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

Figure 1 is a side elevation of the car-wheel, a portion thereof being broken away. Fig. 2 is a vertical sectional view taken diametrically through the center of the car-wheel, the same being shown in position upon an axle and the end of said axle in an ordinary journal-box.

My improved car-wheel is of the usual form and construction, cast in one piece, with the usual hub 1, web 2, rim 3, and flange 4; but my improved car-wheel differs from the ordinary car-wheel in that an annular flange 5 is formed integral with the outer face of the web 2, said flange being so formed in cross-section as that a slight recess or continuous groove 6 is entirely formed, the same extending entirely around on the inside of said flange 5. The wheel so constructed is located upon the end of the axle in the usual manner, and the end of said axle operates in the usual oil or journal box 7. The usual "brasses" or brass bearing-plates are arranged in the journal-boxes immediately above the portions of the axles which operate in said boxes, the position of said brasses being shown in dotted lines, and when these brasses become worn or broken they must be removed, and the operation incident to the removal of said brasses is at present somewhat difficult and requires considerable time and labor. The usual procedure for removing said brasses is to elevate the journal-box by a jack or other suitable means until the wheel is clear of the rail.

Then the axle is depressed in various ways by means of levers and blocks until said brasses can be removed from between the journals of the axle and the top of the journal-boxes. This operation is, as heretofore stated, very difficult and requires much time and labor; but where wheels of my improved construction are used said operation can be accomplished very quickly and with little labor. After the journal-box is elevated a bar or lever is passed beneath said journal-box, with the point of said bar or lever engaging in the groove 6 within the flange 5. Then by applying sufficient power to the outer end of the lever the wheel and end of the axle are depressed or moved downwardly a sufficient distance to allow the removal of the brass plates within the journal-boxes.

The car-wheels of the present construction are not provided with this flange. Therefore it is impossible to engage the point of a bar upon the outer face thereof to depress said car-wheel and the axle.

I claim—

1. A car-wheel, comprising the usual hub, web and rim and provided with the concentric annular flange 5 upon its outer face, upon the inside of which flange is formed the continuous groove 6, said flange being of abrupt form and adapted to support the end of a hand-lever, substantially as specified.

2. A car-wheel, constructed with a continuous offset in its outside face, which offset is concentric with the periphery of the wheel, which offset is of sufficient depth to receive the point of a hand-lever, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS A. BAINBRIDGE.

Witnesses:

ALFRED A. EICKS,  
M. P. SMITH.