

No. 750,479.

PATENTED JAN. 26, 1904.

P. F. McCORMICK.
CAR WHEEL GRINDING DEVICE.

APPLICATION FILED JUNE 3, 1903.

NO MODEL.

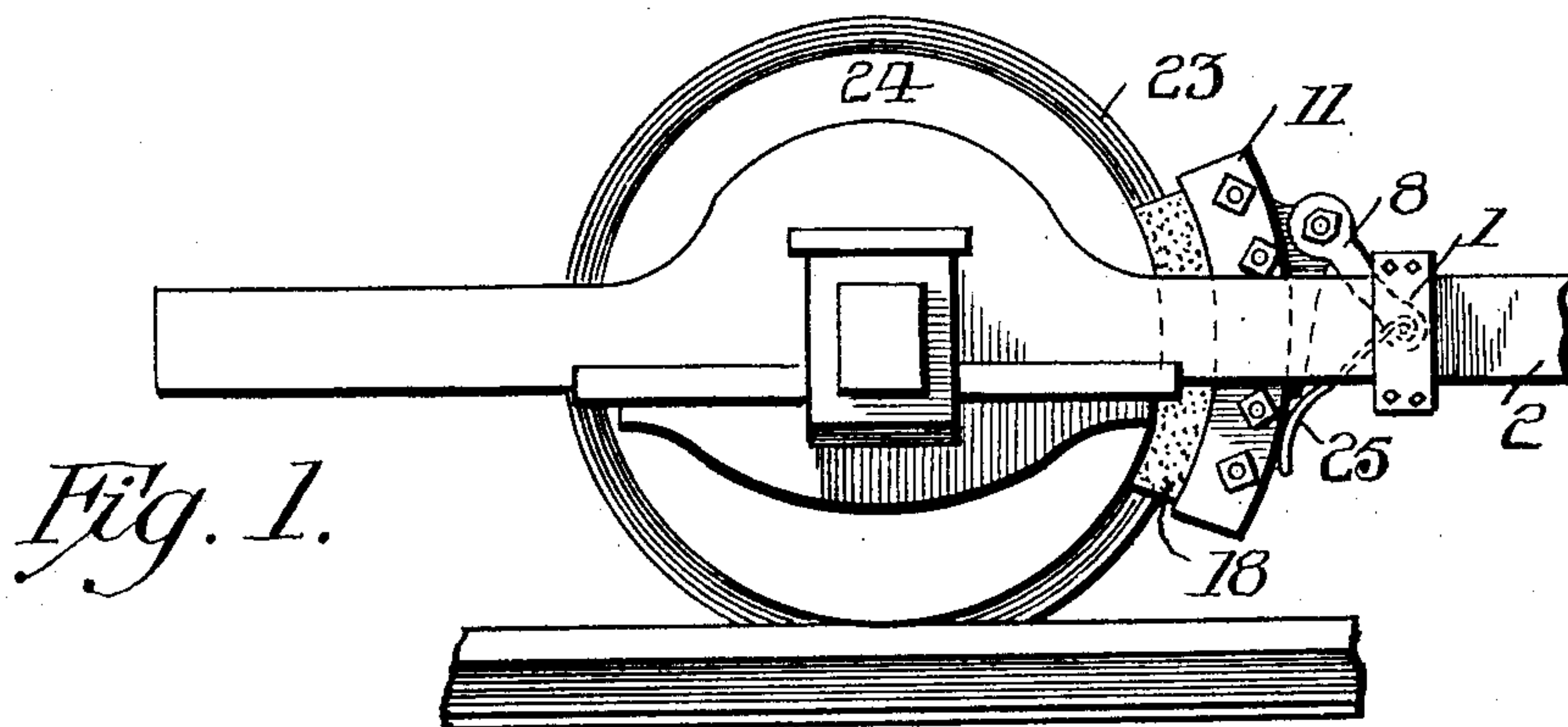


Fig. 1.

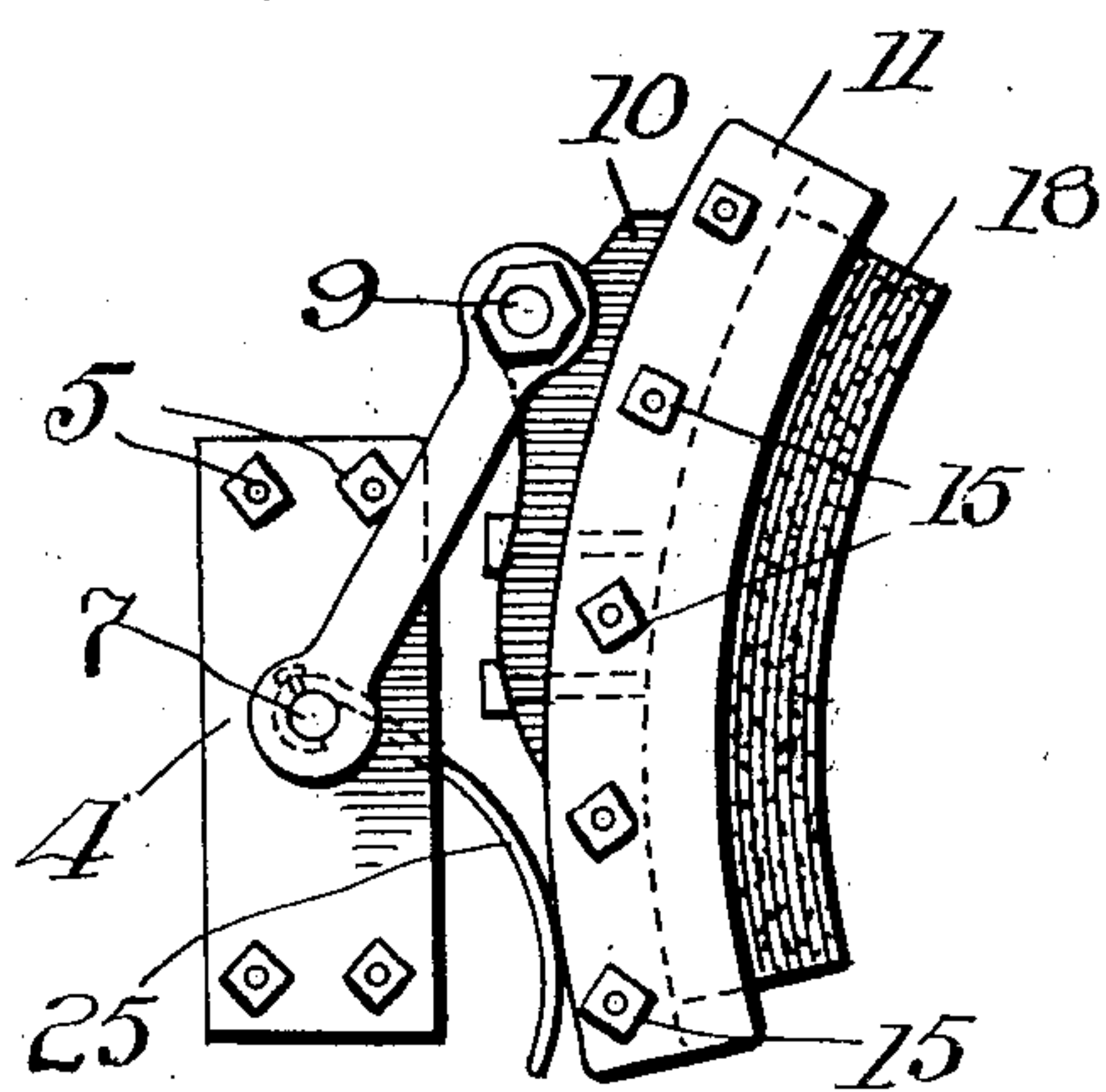


Fig. 2.

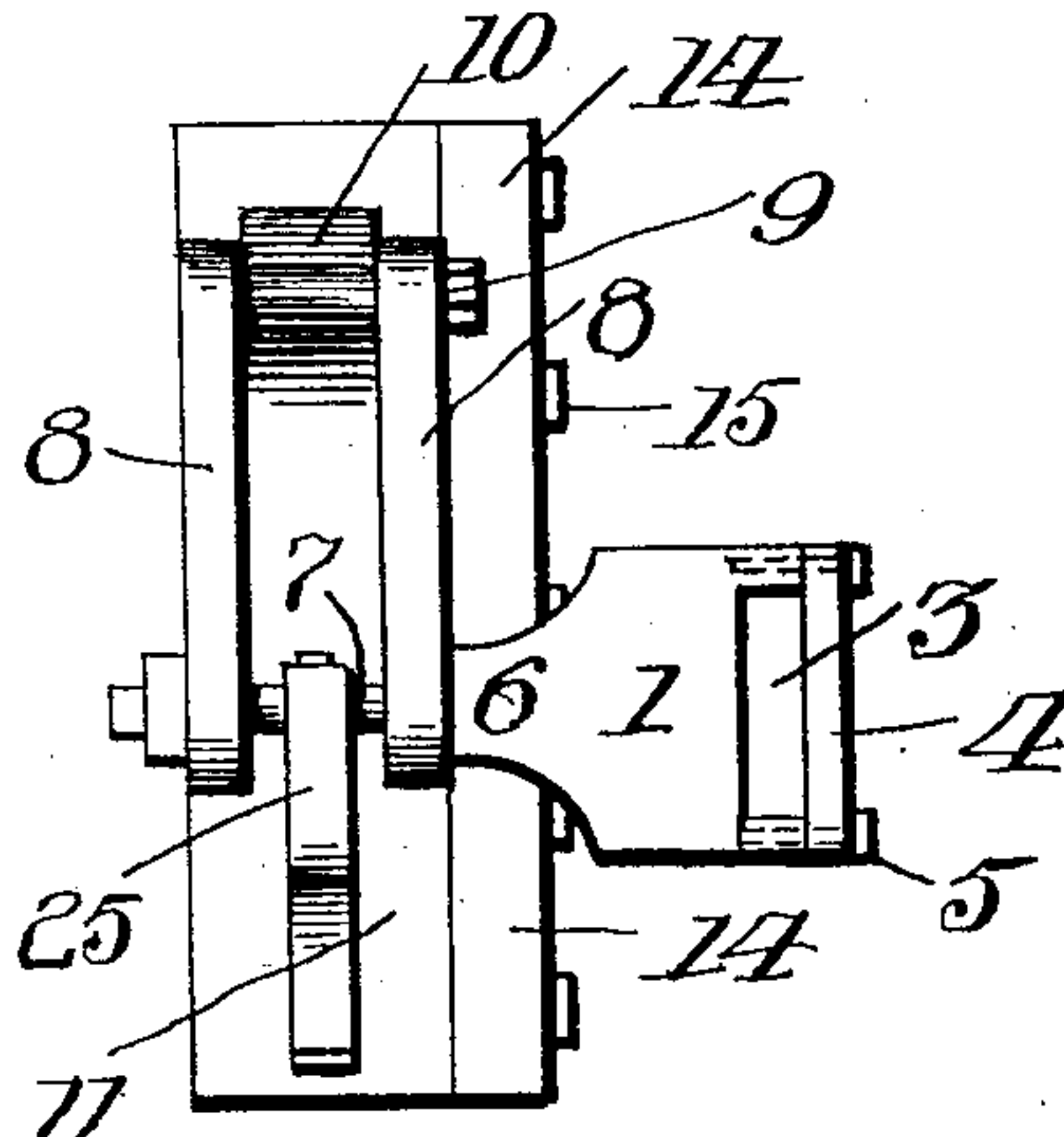


Fig. 3.

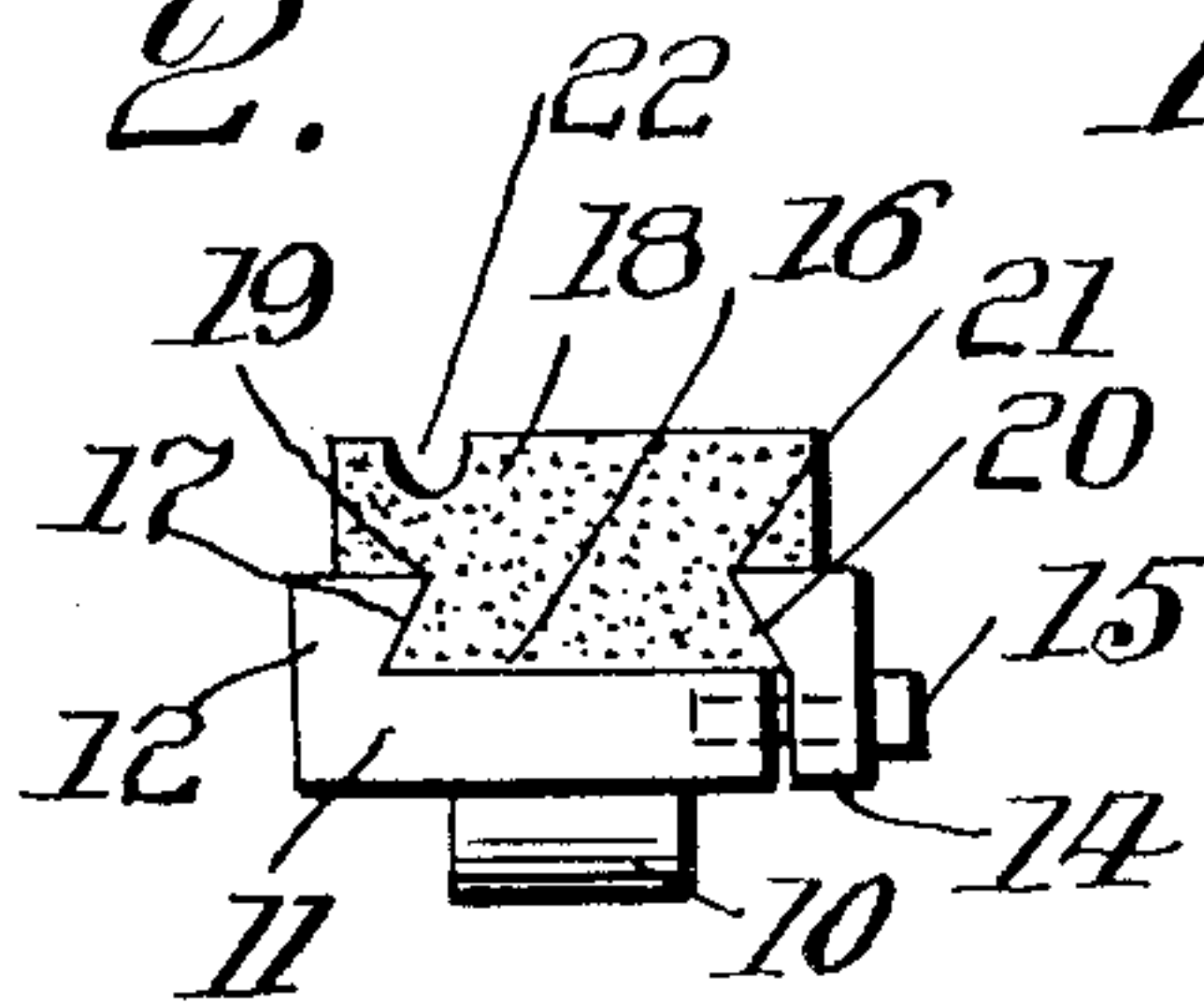


Fig. 4.

Witnesses:
J. H. Butler,
E. E. Potter

Inventor,
P. F. McCormick,
By A. C. Everett & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

PATRICK FRANCIS McCORMICK, OF EAST PITTSBURG, PENNSYLVANIA,
ASSIGNOR OF THREE-FOURTHS TO RICHARD J. McCORMICK AND
SAMUEL GALLINGER, OF ALLEGHENY, PENNSYLVANIA, AND PAT-
RICK J. McMURPHY, OF McKEESPORT, PENNSYLVANIA.

CAR-WHEEL-GRINDING DEVICE.

SPECIFICATION forming part of Letters Patent No. 750,479, dated January 26, 1904.

Application filed June 3, 1903. Serial No. 159,967. (No model.)

To all whom it may concern:

Be it known that I, PATRICK FRANCIS McCORMICK, a citizen of the United States of America, residing at East Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Wheel-Grinding Devices, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in car-wheel-grinding devices, and more particularly to that class which are adapted to be connected to the framework or truck of a car and be in continual engagement with the wheels thereof.

The object of my invention is to provide means secured to the truck of a car whereby the car-wheel during its revolution may be ground, all defects and flat surfaces being removed therefrom.

Another object of my invention is to provide a car-wheel-grinding device which will be in continual engagement with the wheel, means being provided upon the device whereby the grinding material may be removed when the same has become worn and a new piece of material substituted therefor.

A still further object is to provide a car-wheel-grinding device which will be adaptable to the different forms of trucks now employed upon the cars and the manipulation of the grinder will be automatic.

Briefly described, my improved car-wheel-grinding device consists of a suitable clamp which is adapted to be secured to the side rails of the truck of a car, and pivotally secured to the clamps I secure a box comprising two sections, and within said box I secure the grinding material, which is preferably a hard stone, although emery, graphite, and carborundum may be employed. Means is provided upon the clamping device for normally holding the grinding material in contact with the periphery of the car-wheel.

In describing the invention in detail refer-

ence is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference indicate like parts throughout the several views, in which—

Figure 1 is a side elevation of a portion of a truck, showing my improved grinding device in position thereon. Fig. 2 is a side elevation of the grinding device, showing the same detached. Fig. 3 is a rear elevation of Fig. 2. Fig. 4 is a top plan view of the box which supports the grinding material.

To put my invention into practice, I provide a clamp 1, which is adapted to be secured to side rails 2 of the truck or body portion of a car, the clamp having its outer end recessed, as indicated at 3, said recessed portion adapted to engage over the side rail 2 of the truck, and to secure the clamp 1 in position I provide a plate 4, which is secured thereto by means of the bolts 5. The other end of the clamp 1 is tapered, as indicated at 6, and formed integral with said tapered portion is the spindle 7, upon which are mounted the links 8. The upper end of these links are journaled on a pin 9, carried by the bracket 10, formed upon the rear face of the box 11. This box comprises two sections 12 and 14, which are adapted to be secured together by means of a bolt 15. The section 12 is recessed, as indicated at 16, the one side of the recess being beveled, as indicated at 17, and adapted to be seated in said recess is the grinding material 18, this material being cut away, as indicated at 19, to receive the shoulder formed by the beveled sides 17 of the recess 16. The cap 14 has its upper edge beveled, as indicated at 20, said beveled edge adapted to engage cut-away portion 21, formed in the material similar to the cut-away portion 19, previously described. The grinding material, as heretofore stated, is formed of some hard material—such as emery, graphite, or carborundum—the outside surface of said material being cut away or grooved, as indicated at 22, to receive the flange 23 of the car-wheel 24^a. Secured to the spindle 7 of the clamp 1 is a spring 25, which is adapt-

ed to bear against the lower edge of the box 11 and normally hold the grinding material in contact with the flange 23 and the face of the wheel.

5 It will readily be seen that all defects in the way of flat surfaces, flaws, and irregularities in the flange and flat surface of the wheel will be ground by the grinding material being in continuous contact with the wheel when the
10 same is rotated, and while I have herein shown and described the preferred form of my improved car-wheel-grinding device it is obvious that I do not care to limit myself to the above exact construction, but may make various
15 changes therein without departing from the general spirit of my invention.

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

20 1. A car-wheel-grinding device of the herein-described character comprising a clamp to which is pivotally connected a box adapted to hold the grinding material, means for securing said clamp upon the trucks of a car adja-
25 cent to the wheels thereof, means for securing the grinding material within said box, means carried by the clamp for continuously holding the grinding material in engagement with the flange and surface of the wheel, sub-
30 stantially as described.

2. A car-wheel-grinding device of the character herein described, said wheel-grinding device comprising a clamp adapted to be se-
35 cured to the side rails of a truck, a box comprising two sections in which is adapted to be secured the grinding material, said box adapted to be pivotally secured to the clamp, means carried by said clamp for normally holding

the wheel-grinding material in contact with the surface of the wheel, means for securing 40 the clamps to the side rail of the car, substantially as described.

3. A car-wheel-grinding device comprising a clamp which is adapted to be secured to the side rails of a car, a spindle carried by said 45 clamp upon which is adapted to be pivotally mounted a box, said box comprising two sections, means carried by said sections for securely holding the grinding material, means carried by the clamp for normally holding the 50 grinding material against the surface and flange of the car-wheel, and means for securing said clamp to the side rail of the truck or car, substantially as described.

4. A car-wheel-grinding device comprising 55 a clamp adapted to be bolted to the side rails of a car, a spindle carried by said clamp, links mounted upon said spindle, a box pivotally secured to the other end of said links, said box comprising two sections, one of said 60 sections adapted to be secured to the other section, a wedge-shaped recess carried within said sections and adapted to hold the grinding material, said grinding material having a groove formed in its outer surface, springs 65 secured to the spindle of the clamp, said spring adapted to engage the rear face of the box and normally hold the grinding material in contact with the flange and periphery of the wheel, substantially as described.

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

PATRICK FRANCIS McCORMICK.

Witnesses:

H. C. EVERT,
E. E. POTTER.