(No Model.) 2 Sheets—Sheet 1.

E. W. M. HUGHES.

PRESSED STEEL TRUCK.

No. 408,119. Patented July 30, 1889.

Fig. 1.

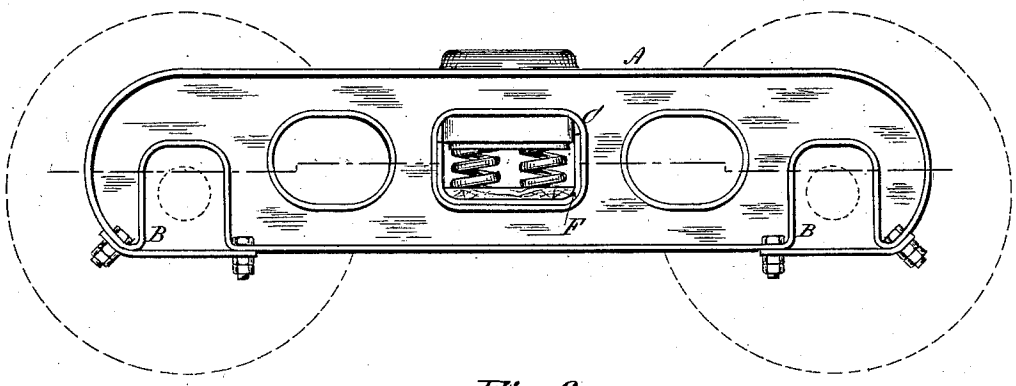
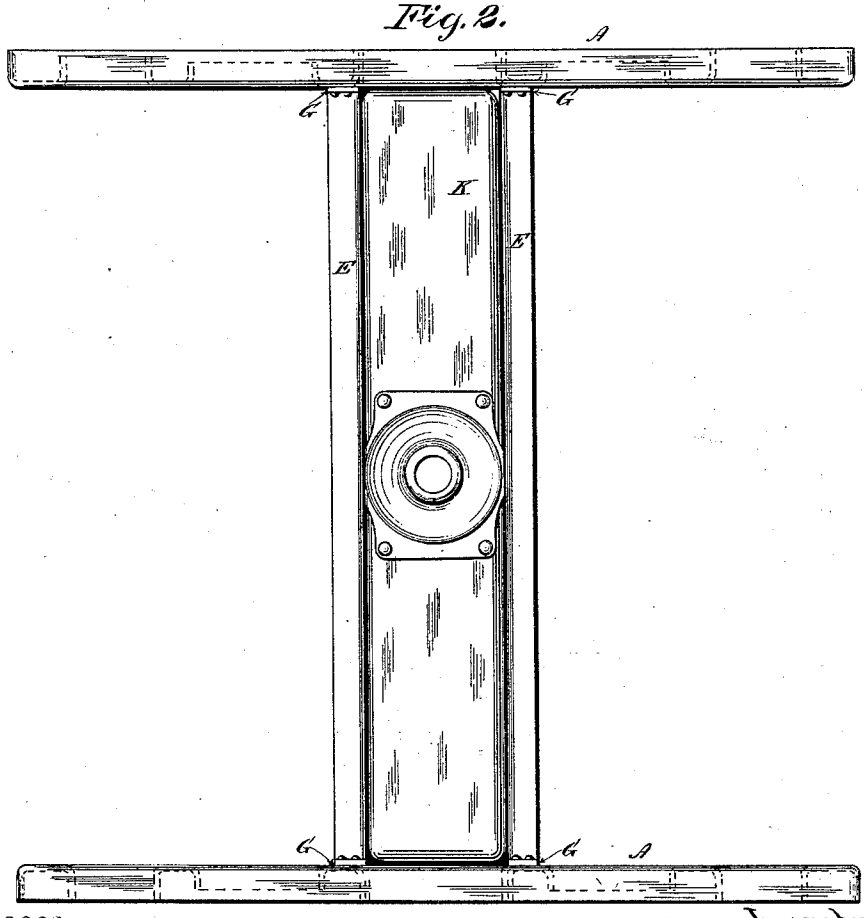


Fig. 2.



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(No Model.) 2 Sheets—Sheet 2.

E. W. M. HUGHES.

PRESSED STEEL TRUCK.

No. 408,119. Patented July 30, 1889.

Fig. 3.

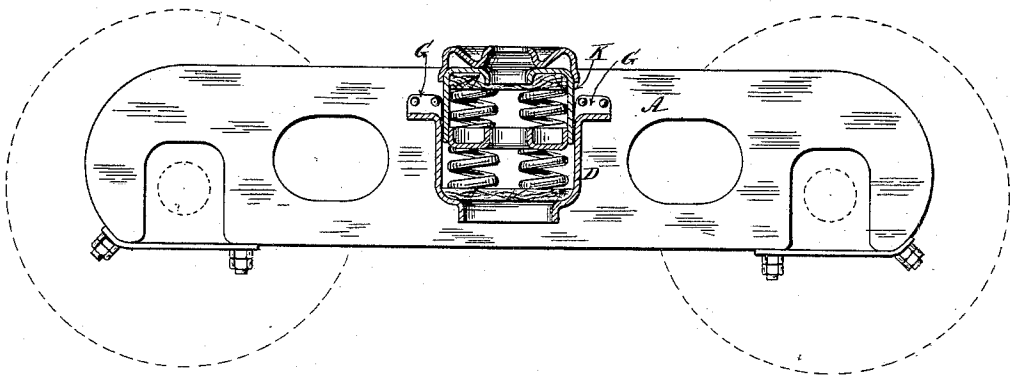


Fig. 4.

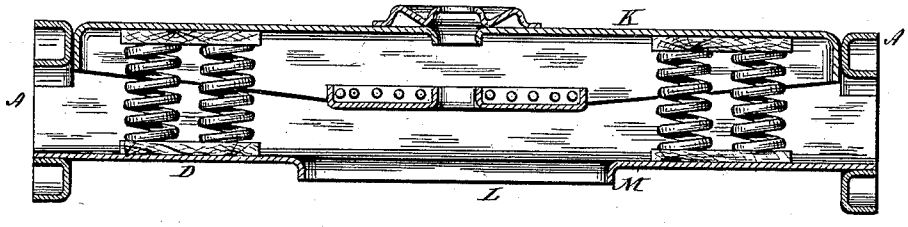


Fig. 5.



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UNITED STATES PATENT OFFICE.

EDWARD WILLIAM MACKENZIE HUGHES, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE FOX SOLID PRESSED STEEL COMPANY, OF SAME PLACE.

PRESSED-STEEL TRUCK.

SPECIFICATION forming part of Letters Patent No. 408,119, dated July 30, 1889.

Application filed May 23, 1889. Serial No. 311,877. (No model.)

To all whom it may concern:

Be it known that I, EDWARD WILLIAM MACKENZIE HUGHES, of Chicago, Cook county, Illinois, have invented a new and useful Improvement in 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 pressed-steel trucks not provided with end frames, and in which the transom by its structure holds the wheel-pieces or side frames firmly in their parallel position.

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

Figure 1 represents a vertical elevation; Fig. 2, a plan; Fig. 3, a central vertical section; Fig. 4, a longitudinal section through the transom and bolster, and Fig. 5 a sectional view of the wheel-piece or wheel-frame.

My invention consists, generally, of the wheel-frame A, made of a single piece of pressed steel and usually provided with flanges for the journal-box, as at B, and with a flange C for the reception of the end of the transom. The transom D is a trough-shaped structure of pressed steel, as shown, having flanges E E, which are cut away at the ends, as shown, so as to allow the passage of the transom through the wheel-piece, as shown at F. The ends of the flanges E are turned up, as at G, so as to form stops for the wheel-pieces A, to which the transom is bolted by the projections G, as shown in Fig. 3. The bolster K may be of any ordinary construction; but I prefer to make it of pressed steel.

The pressed-steel transom preferably has a central opening, as at L, provided with flanges M for stiffness. When this truck is put together, as indicated in Fig. 2, it is plain that the pressed-steel transom, by reason of its contact and accurate fit with the flanges C of the wheel-pieces A, will hold them in an absolutely fixed and accurate position without end frames being required to insure the parallelism of the side frames A A. In addition to the riveting of the lugs or projections G, the parts C F may likewise be riveted together.

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

1. The combination of the wheel-pieces A A, formed of pressed steel and flanged at C, with the pressed-steel transom D, having flanges E bearing against the side frames, thereby insuring the parallelism of the side frames without end frames, substantially as described.

2. The combination of the side frames A A, of pressed steel, and having flanges C, with the transom D, of pressed steel, having flanges E, and lugs G G G G, pressed from the flanges E, substantially as described.

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

EDWARD WILLIAM MACKENZIE HUGHES.

Witnesses:
WM. VOSS,
W. S. HARTWELL.