

(No Model.)

G. WESTINGHOUSE, Jr.  
TRUCK.

No. 576,492.

Patented Feb. 2, 1897.

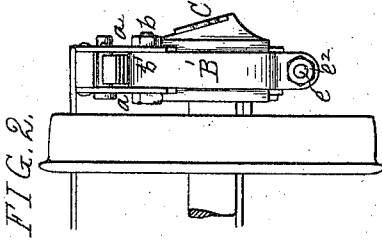


FIG. 2.

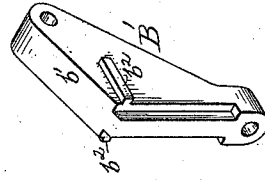


FIG. 3.

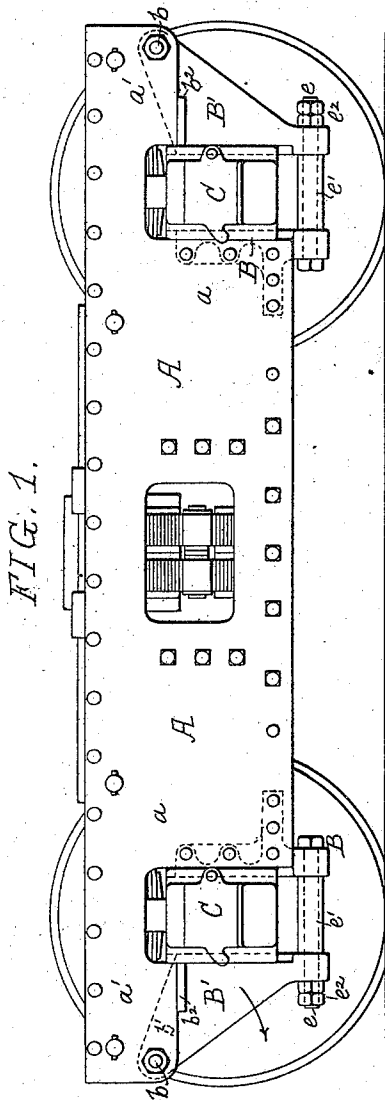


FIG. 1.

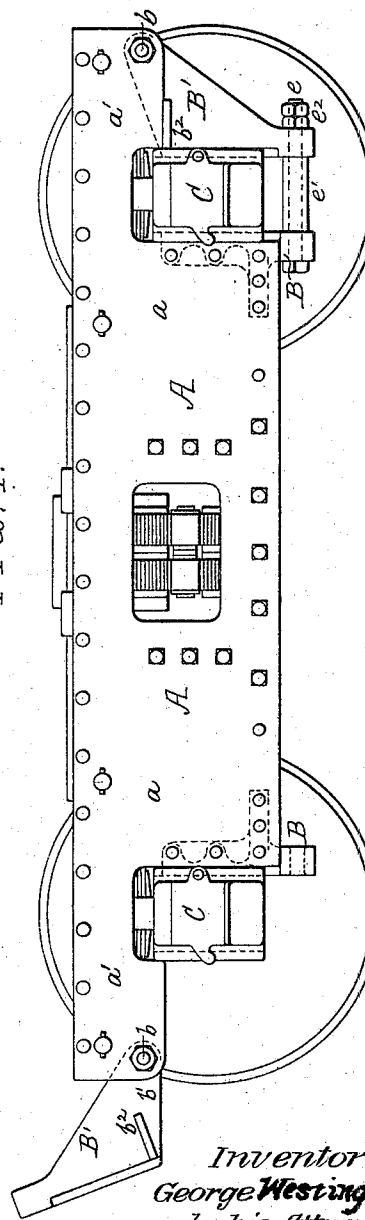


FIG. 4.

Witnesses:  
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# UNITED STATES PATENT OFFICE.

GEORGE WESTINGHOUSE, JR., OF PITTSBURG, PENNSYLVANIA.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 576,492, dated February 2, 1897.

Application filed March 24, 1896. Serial No. 584,679. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WESTINGHOUSE, Jr., a citizen of the United States, and a resident of Pittsburg, Pennsylvania, have invented certain Improvements in Trucks, of which the following is a specification.

My invention relates particularly to the trucks of electric locomotives, and while it is especially applicable to these trucks it will be understood that it can be used in connection with the trucks of the ordinary rolling-stock.

The object of my invention is to provide for the ready removal of the axles of the trucks without detaching the trucks from the car-body. This object I attain in the following manner, reference being had to the accompanying drawings, in which—

Figure 1 is a side view of a truck embodying my improvement. Fig. 2 is an end view of sufficient of a truck to illustrate my invention. Fig. 3 is a perspective view of the movable pedestal detached. Fig. 4 is a view of the truck, showing the movable pedestal raised to allow of the ready removal of the box and its axle.

A is one of the side frames of the truck, each side frame being composed of two plates *a a*, secured together and to distance-pieces by rivets or bolts and to fixed pedestal B at each side by bolts. The plates *a a* are cut away at each end for the reception of the boxes C, and pivoted to the overhanging portions *a'* are hung the movable pedestals B'. These movable pedestals swing on bolts or pins *b*, a portion *b'* of the movable pedestal when in position resting between the plates *a a*, thus laterally stiffening the pedestal. Stops *b<sup>2</sup>* rest against the under side of the extension *a'* of the plates *a*, and the movable pedestal B' is tied to the fixed pedestal B by a bolt *e* on which is a spacing sleeve *e'*, which prevents the pedestal from binding on the box when the nuts *e<sup>2</sup>* are screwed upon the bolt.

It will be seen that when the parts are secured together the construction makes a very rigid truck.

When it is necessary to remove the box C

and its axle, all that is necessary is to remove the bolts *e* and swing the section B' on its pivot *b* in the direction of the arrow to the position shown clearly in Fig. 4, in which position it is clear for the free removal of the axle and its box, the truck being blocked up or jacked a trifle, so that the boxes will clear the overhanging portion *a'*. In some instances, however, the boxes and truck-frame may be so proportioned that on the turning up of the movable pedestal the box will be entirely free so that it can be removed without jacking the truck.

Other means of fastening the movable pedestal to the truck-frame may be used without departing from my invention, and it will be understood that the invention may be used in connection with a two-wheeled truck or with the outer pedestals of a six-wheeled truck without departing from my invention.

I claim as my invention—

1. The combination of the side frame of a truck, made up of two plates suitably spaced, pedestals, and boxes adapted to the pedestals, one pedestal for each box being rigidly secured to the said plates and the other pedestal being pivoted to the plates and detachably secured so that it can be moved to allow for the withdrawal of the journal-box, substantially as described.

2. The combination of the side frames of a car-truck, made up of two plates suitably spaced, journal-boxes and two pedestals for each journal-box, one pedestal of each set being fixed and secured between the plates of the side frames, the other pedestal being pivoted and resting between the plates and secured to the fixed pedestal, substantially as described.

3. The combination of the side frame of a truck, made up of two plates *a a* having overhanging extensions *a'* at each end, a fixed and a movable pedestal at each end, and boxes adapted to the pedestal, the movable pedestal being secured to the extensions, substantially as described.

4. The combination of the side frame of a truck made up of two plates *a a* suitably spaced, each plate having end extensions *a'*,

boxes C C, pedestals for the boxes, the inner  
pedestal for each box being secured rigidly  
to the plates *a a*, the outer pedestal for each  
box being pivoted to the extension *a'* of the  
5 plates by bolts *b*, stops *b<sup>2</sup>* on said movable  
pedestals, bolt *e* securing the two pedestals  
together, and a sleeve *e'* on the bolt between  
the two pedestals, substantially as described.

In testimony whereof I have signed my name  
to this specification in the presence of two 10  
subscribing witnesses.

GEO. WESTINGHOUSE, JR.

Witnesses:

J. F. REEVE,

W. A. ESSELCTYN.