

No. 808,127.

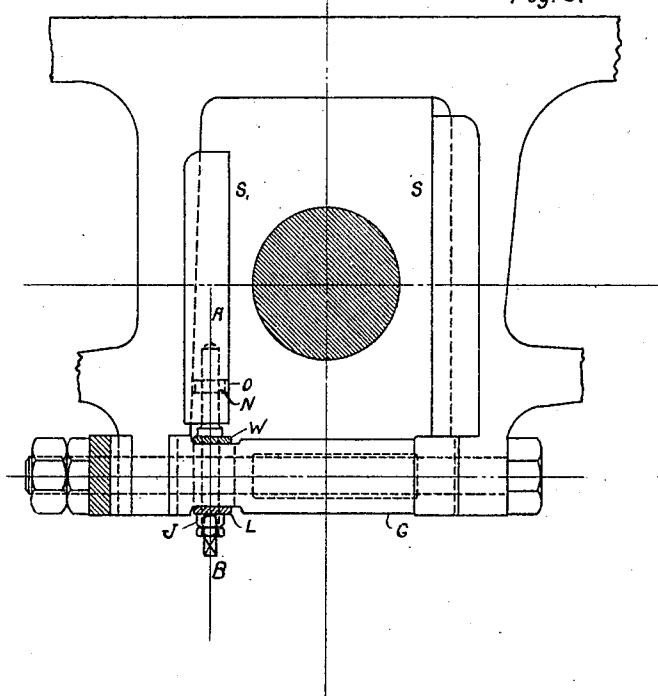
PATENTED DEC. 26, 1905.

G. W. WEAR.

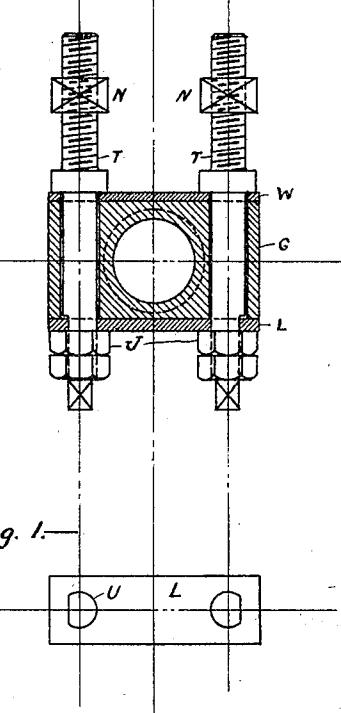
LOCKING WEDGE BOLTS ON LOCOMOTIVE PEDESTALS.

APPLICATION FILED JULY 6, 1905.

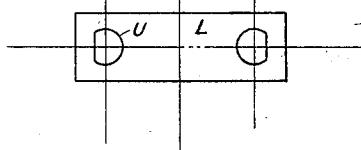
—Fig. 3.—



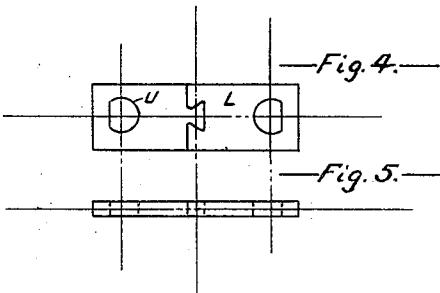
—Fig. 2.—



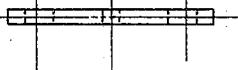
—Fig. 1.—



—Fig. 4.—



—Fig. 5.—



—Witnesses—

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UNITED STATES PATENT OFFICE.

GEORGE W. WEAR, OF ELKHART, INDIANA.

LOCKING WEDGE-BOLTS ON LOCOMOTIVE-PEDESTALS.

No. 808,127.

Specification of Letters Patent.

Patented Dec. 26, 1905.

Application filed July 6, 1905. Serial No. 268,575.

To all whom it may concern:

Be it known that I, GEORGE W. WEAR, a citizen of the United States, residing at Elkhart, in the county of Elkhart and State of Indiana, have invented a new and useful Improvement in Locking Wedge-Bolts on Locomotive-Pedestals or Vehicles, of which the following is a specification.

The object of this invention is to produce a wedge-bolt lock-plate that will permit of the adjustment of the wedge to its proper position and when once in that position prevent it from becoming unadjusted, a result which has not been successfully accomplished heretofore. I attain this object by removing one or more segments from the body of the wedge-bolts and placing a lock-plate on the two bolts, which fit the removed segments and is held in place by jam-nuts, all of which will be described hereinafter.

I am aware that efforts have been made to lock the wedges in place by locking each wedge separately.

I am not aware that a lock-plate consisting of a plate with two or more holes, which would be circular were it not for the segments remaining, has ever been used heretofore.

Referring to the accompanying drawings, which form a part of this specification, and wherein like letters of reference indicate like parts, Figure 1 represents the lock-plate in its simplest form of construction. Fig. 2 is a parted section of Fig. 3 at A B, showing the application of the lock-plate to the wedge-bolt. Fig. 3 represents a locomotive-pedestal having the wedge-bolt lock-plate attached. Figs. 4 and 5 show the lock-plate in two parts, which is to permit of the adjustment of the wedge without removing the plate entirely.

I would prefer the plate to be made in one piece. It can be made in two or more, however, without departing from the principle of my invention.

In the drawings, S and S' are the shoes, S' being the wedge-shoe which adjusts the distance between the shoes. S' has two openings which hold the two nuts N. Through these nuts are the wedge-bolts T, which force the wedge S' up and down. W is a washer which supports the bolts. The bolts pass through the binders G and have a segment removed from this body, so as to fit the lock-

plate L. The shape of the hole is shown by U. The jam-nuts J hold this plate L in place, and the wedge-bolts T cannot turn and change the adjustment as long as L is in place. Figs. 4 and 5 show the plate in two parts, so one bolt can be adjusted at a time without entirely removing the lock-plate.

A lock-plate as described keeps the wedge in place by locking the two bolts together, and thus holding the adjustment, as the jam-nuts and plate must work loose and drop clear off before the adjustment can be changed.

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

1. The combination with a pedestal, of adjustable wedges carried thereon, wedge-bolts supporting said wedges, and a locking-plate adapted to secure the adjustment of said wedges and bolts, substantially as described.

2. The combination with a pedestal, of adjustable wedges carried thereon, wedge-bolts adjustably supporting said wedges, the lower portions of said wedge-bolts being segmental in cross-section, and a locking-plate adapted to secure the adjustment of said wedges, substantially as described.

3. The combination with a locomotive-pedestal, of adjustable wedges carried thereon, wedge-bolts adjustably supporting said wedges, the lower portions of said wedge-bolts being segmental in cross-section, a locking-plate having segmental openings therein adapted to receive the segmental portions of the wedge-bolts and prevent their rotation, and jam-nuts carried on said wedge-bolts, substantially as described.

4. The combination with a locomotive-pedestal, of adjustable wedges carried thereon, wedge-bolts adjustably supporting said wedges, the lower portions of said wedge-bolts being segmental in cross-section, a sectional locking-plate having segmental openings therein adapted to receive the segmental portions of the wedge-bolts and prevent their rotation, and jam-nuts securing said locking-plate in position, substantially as described.

In testimony whereof I have hereunto set my hand this 27th day of May, 1905.

GEORGE W. WEAR.

Witnesses:

JUDSON RITTER,
A. D. JACOBY.