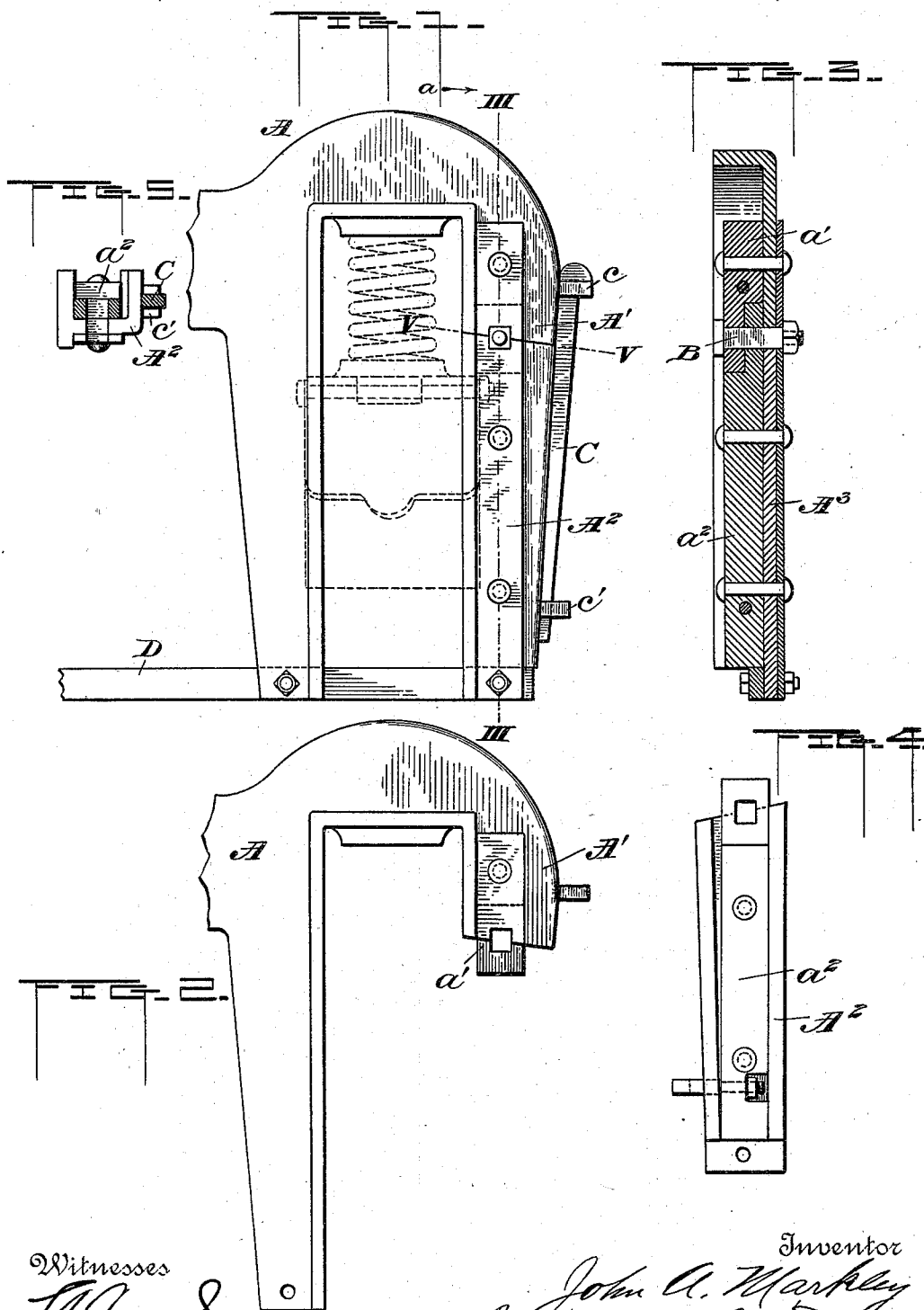


(No Model.)

J. A. MARKLEY.
PEDESTAL FOR CAR TRUCKS.

No. 552,768.

Patented Jan. 7, 1896.



Witnesses

W. C. Mumford
Chas. E. Rindon

Inventor

John A. Markley
By Buttermore and Dowell
his Attorneys

UNITED STATES PATENT OFFICE.

JOHN ALBERT MARKLEY, OF CLIFTON FORGE, VIRGINIA, ASSIGNOR OF
THREE-FIFTHS TO JAMES CLIVIE CARPENTER, JOHN ARCHER ROB-
ERTS, JOHN LESLIE DUNCAN, AND JAMES CARR KING, OF SAME
PLACE.

PEDESTAL FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 552,768, dated January 7, 1896.

Application filed April 27, 1894. Renewed May 17, 1895. Serial No. 549,706. (No model.)

To all whom it may concern:

Be it known that I, JOHN ALBERT MARK-
LEY, a citizen of the United States, residing
at Clifton Forge, in the county of Alleghany
and State of Virginia, have invented certain
new and useful Improvements in Pedestals
for Car-Trucks; and I do hereby declare the
following to be a full, clear, and exact de-
scription of the invention, such as will en-
able others skilled in the art to which it ap-
pertains to make and use the same.

This invention relates to improvements in
car-trucks, but more particularly to the ped-
estals in which the axle-boxes work.

The primary object of the invention is to
provide a pedestal having two limbs, one of
said limbs being made removable, so as to
adapt the journal-boxes and wheel and axle
to be easily removed without rendering it
necessary to first elevate the car in the man-
ner ordinarily required with car-trucks of
the usual construction.

The invention will first be described with
reference to the accompanying drawings,
which form a part of this specification, and
then pointed out in the claims at the end of
the description.

Referring to the drawings, Figure 1 repre-
sents a side view of a pedestal constructed
in accordance with my invention. Fig. 2 is
a similar view with one limb of the pedestal
removed. Fig. 3 is a vertical sectional view
on the line III III of Fig. 1, looking in the
direction of the arrow *a*. Fig. 4 is an inside
view of the detached limb; and Fig. 5 is a
detail sectional view, the section being taken
on the line V V of Fig. 1, looking downward.

The main portion of the pedestal A may
be formed integrally with a cross-piece or
yoke extending to and integral with a corre-
sponding portion of an adjacent pedestal, or
it may be formed separately therefrom for
independent attachment to the truck-frame,
but the two parts are preferably formed from
a single piece of steel.

The present invention resides mainly in
the removable limb, and in other respects the
pedestal does not differ essentially from ped-
estals in common use, and the journal-boxes

and other parts of the truck and bearings
may be assembled and secured together in
the usual or any proper manner.

It has heretofore been necessary, in order
to remove the journal-boxes for substitution
or repairs or for the purpose of removing and
replacing the axle and wheels, to elevate the
car with its contents when loaded until the
lower ends of the limbs of the pedestal are
raised above the plane of the axle in its nor-
mal position with the car resting thereon,
thus involving considerable work, great waste
of time and unnecessary expense. To save
the time, labor and expense thus necessarily
consumed with present constructions, I pro-
pose to provide a pedestal with a removable
limb, which may be readily detached by sim-
ply lifting the car sufficiently to relieve the
weight upon said limb, whereupon the latter
may be removed, so as to permit access to the
journal-boxes or the ready removal of the
axle and wheels. To this end one of the limbs
of the usual U-shaped construction in cross-
section is formed in two sections A' A² and
provided with a corresponding sectional met-
allic bar or filling A³, the sections of which
are detachably connected together, the up-
per section *a'* of the filling being secured to
the rigid upper portion A' of the removable
limb of the pedestal and the lower section *a*²
to the removable portion A² of said limb. The
upper and lower sections of the limb are
preferably united by a scarf or rabbet joint,
which may be formed by rabbeting the adja-
cent ends of the filling and inserting through
the overlapped tongues thus formed thereon
a removable bolt or key B, one of said tongues
projecting into a recess formed between the
same and the adjacent inner wall of the limb-
section A'. The said key or bolt B is pref-
erably made square in cross-section and
adapted to fit a correspondingly-shaped open-
ing formed between the adjacent ends of the
two sections of the limb by recessing said
ends. The two sections of the limb are fur-
ther secured by means of a key C, which is
fitted in apertured lugs *c c'*, projecting from
the sides of the parts A' A², respectively, of
said removable limb. D may denote a tie or

brace extending between the two pedestals. By these means the removable portion of the pedestal is firmly secured in place and braced against vertical and lateral movement, and at the same time is rendered easily removable for the purpose of permitting the journal-boxes to be removed and other boxes substituted therefor or to permit the ready removal of the axle and wheels without rendering it necessary to elevate the car in the manner required with pedestals of the character now in common use.

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

1. In a car truck, a pedestal having two limbs one of said limbs comprising an upper and a lower section, the latter being removably secured to the former, substantially as and for the purpose set forth.

2. A U-shaped pedestal having one limb thereof rigid and the other removable, the latter being secured to the former so as to form a rigid connection therewith, but capable of being readily removed so as to permit easy access to or removal of the journal-boxes and wheel and axle, without elevating the car, substantially as described.

3. In a car-truck, a pair of pedestals each provided with a detachable limb, and having their main portions formed integrally with a connecting frame-bar, and means for rigidly but removably securing said limbs to said main portions, substantially as described.

4. A pedestal having a rigid and a remov-

able limb, the latter consisting of a rigid and a removable section, the adjacent ends of the two sections being recessed so as to form a square or polygonal opening between them, a filling-piece in two sections secured to said rigid and removable limb sections, having rabbeted ends or tongues adapted to overlap each other and provided with an opening therethrough which registers with the opening between the limb sections, and a bolt or key fitting said openings so as to bind said parts together, substantially as described.

5. A pedestal having a rigid and a removable limb, the latter consisting of a rigid and a removable section, the adjacent ends of the two sections being recessed so as to form a square or polygonal opening between them, a filling-piece in two sections secured to said rigid and removable limb sections, having rabbeted ends or tongues adapted to overlap each other and provided with an opening therethrough which registers with the openings between the limb sections, a transverse bolt or key fitting said openings and a vertically disposed key fitting eye-pieces projecting from the sectional limb, whereby the parts are firmly bound together and braced against vertical and lateral movement, substantially as described.

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

JOHN ALBERT MARKLEY.

Witnesses:

J. C. KING,

JOHN L. DUNCAN.