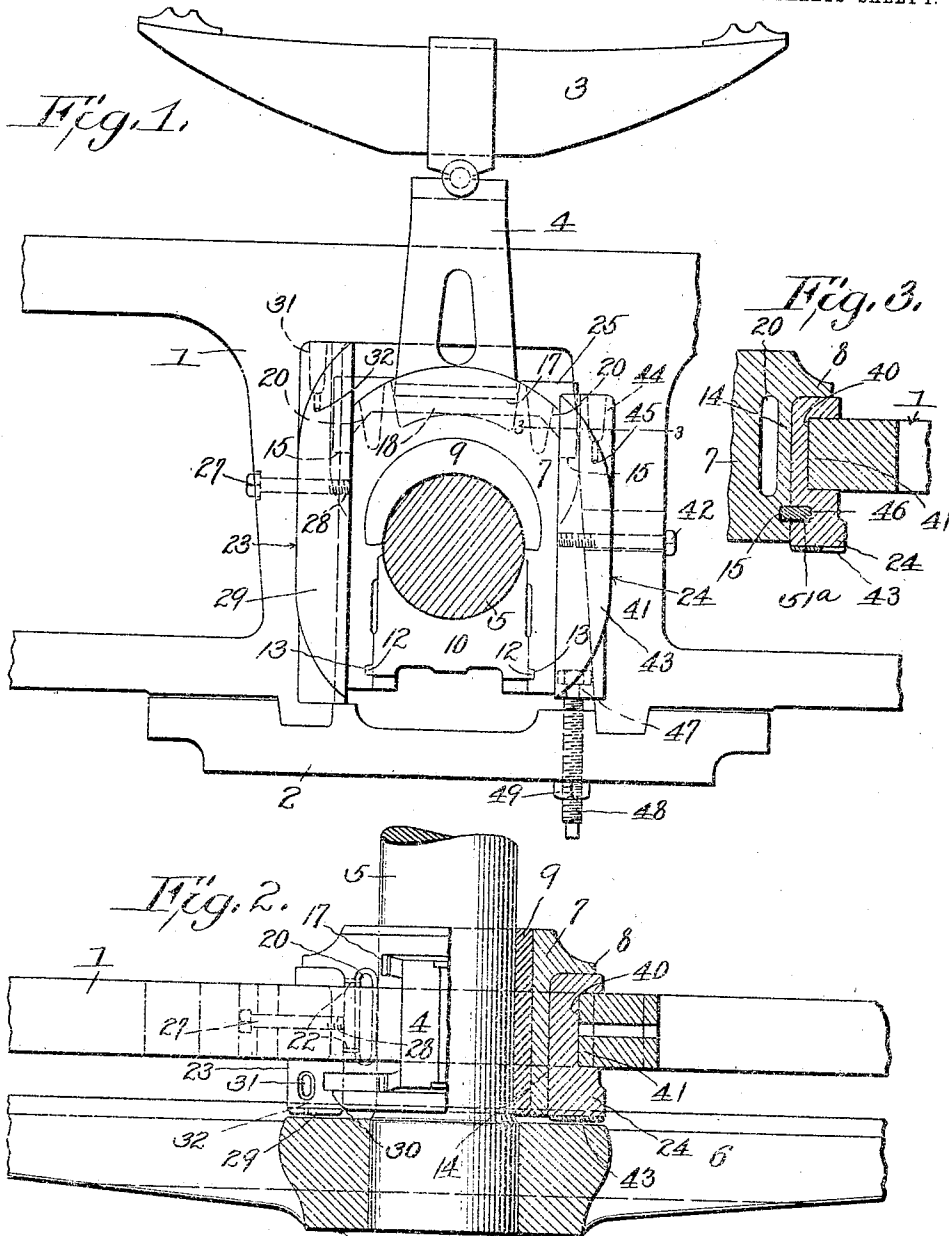


G. McCORMICK.
LOCOMOTIVE PEDESTAL.
APPLICATION FILED OCT. 7, 1910.

980,545.

Patented Jan. 3, 1911.

2 SHEETS-SHEET 1.



Witnesses

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Edna James Sheehy.

by

George McCormick
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Inventor

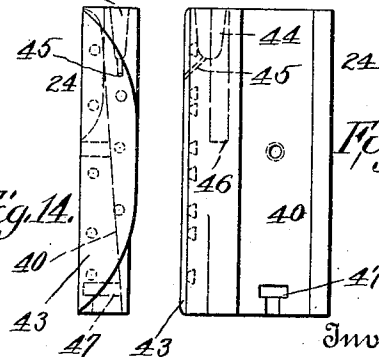
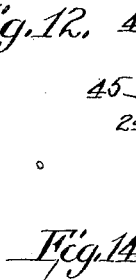
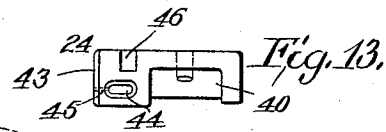
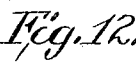
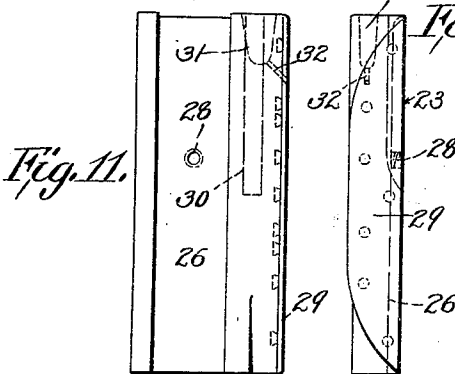
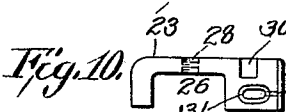
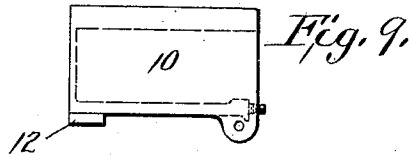
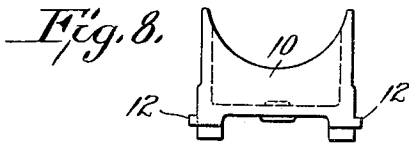
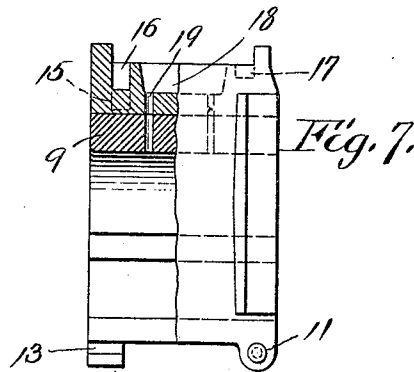
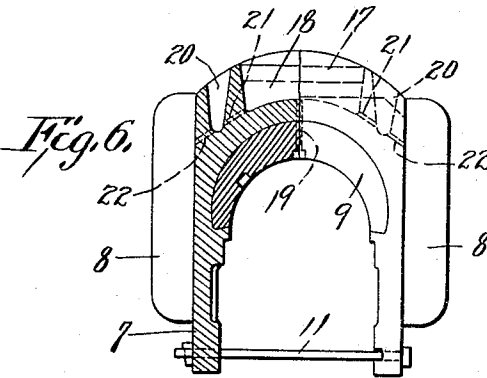
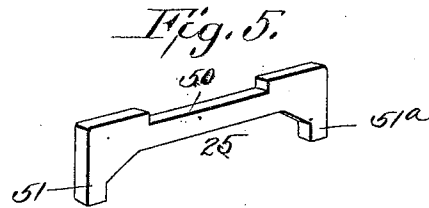
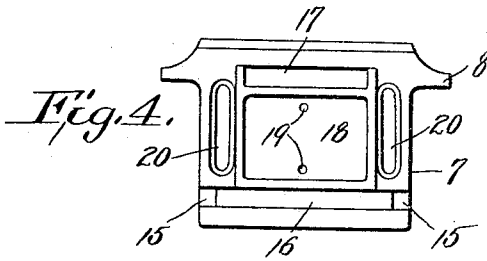
Attorneys

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2 SHEETS-SHEET 2.



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE McCORMICK, OF HOUSTON, TEXAS.

LOCOMOTIVE-PEDESTAL.

980,545.

Specification of Letters Patent.

Patented Jan. 3, 1911.

Application filed October 7, 1910. Serial No. 585,852.

To all whom it may concern:

Be it known that I, GEORGE McCORMICK, citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented new and useful Improvements in Locomotive-Pedestals, of which the following is a specification.

My present invention pertains to locomotive pedestals, and has for its object to provide such a construction that the driving box, shoe and wedge can be removed from the locomotive without taking out or dropping the driving wheels, disturbing connecting rods or brake rigging or taking down the frame binder or pedestal brace.

My invention will be best understood by reference to the following description when taken in connection with the accompanying illustration of one specific embodiment thereof, while its scope will be more particularly pointed out in the appended claims.

In the drawings which form part hereof: Figure 1 is a view showing a drive axle in section and my improvement in side elevation. Fig. 2 is a view, partly in plan and partly in section, of the same minus the spring, and also showing a portion of the adjacent drive wheel. Fig. 3 is a detail horizontal section taken in the plane indicated by the line 3—3 of Fig. 1. Figs. 4 to 15 are detail views of elements comprised in my improvement and hereinafter specifically referred to.

Similar numerals designate corresponding parts in all of the views of the drawings, referring to which:

1 is a pedestal frame. 2 is a pedestal brace or frame binder. 3 is a spring, and 4 is a spring-saddle; the said parts being relatively arranged as shown so that the saddle 4 is capable of being shifted to one side when weight is taken off the spring.

5 is a locomotive drive axle; 6, a drive wheel thereon, and 7, a bearing box, arranged in the frame 1 and receiving the axle 5, and flanged at its inner end, as indicated by 8, but not flanged at its outer end. The said box 7 is equipped with the usual removable section 9 disposed above and in contact with the axle 5, and is also furnished with a cellar 10, shown in detail in Figs. 8 and 9, which cellar is detachably secured to the box through the medium of a bolt 11, Fig. 6, and by reason of its lateral projections 12 being arranged in recesses 13 in the box.

In the upper portions of its sides 14 and near its outer end the box 7 is provided with grooves 15 which extend downward from its upper end, and in said upper end the box is provided with a key-seat or groove 16, aligned with and extending between the grooves 15, and is also provided with a groove 17 designed to afford a bearing for the inner leg of saddle 4, a central depression 18 adapted to receive lubricant and connected through ducts 19 with the inner side of the section 9, and auxiliary depressions 20 connected through intermediate ducts 21 with the depression 18 and through other ducts 22 with the sides 14 of the box.

23 is a shoe, shown in detail in Figs. 10—12. 24 is a wedge, shown in detail in Figs. 13 to 15, and 25 is a key, shown in detail in the perspective Fig. 5. The shoe 23 is channeled at 26 to receive one side of the frame 1 and is connected thereto by the bolt 27, extending through the frame side and threaded at 28 into the shoe. It will also be understood by comparison of different figures that the shoe 23 is provided with a facing 29 (of Babbitt metal, tin, brass or other suitable material) that forms a bearing surface for the inner side of the drive wheel 6, and is also provided with a groove or key-seat 30, Figs. 2 and 10, and a lubricant container 31, the latter being connected through a duct 32 with the exposed side of the facing 29. The wedge 24 is channeled at 40 to receive the correspondingly tapered side 41 of the pedestal frame 40 to which it is connected by bolt 42, and is provided with a facing 43, an oil container 44 and duct 45 leading therefrom, and a key-seat or groove 46, Figs. 3 and 13. It will also be noted by comparison of Figs. 1 and 15 that the wedge 24 is recessed at 47 for the swivel connection of the bolt 48 which is threaded through the pedestal brace 2 and is equipped with a jam nut 49. The key 25 is removably arranged in the key-seat 16 of the box 7 and is provided in its upper side with a recess 50 to receive the outer leg of saddle 4, and is also provided with depending end portions 51 and 51^a, the portion 51 being arranged in the coincident key-seats 15 and 30 of the box 7 and shoe 23, respectively, and the portion 51^a being arranged in the coincident key-seats 15 and 46 of the box 7 and wedge 24, respectively.

The key 25 arranged as shown in Figs. 1—3 serves to hold the box 7 in position while

in use, and is held firmly in place by the saddle 4 and the weight imposed thereon.

To remove the box 7 from the locomotive, it is simply necessary to take weight off the spring 3, shift the saddle 4 to one side, and lift out the key 25, whereupon, by reason of the box 7 being unflanged at its outer end, the said box can be moved inward on the axle 5 and taken out. Then the shoe 23 and wedge 24 may also be removed without disturbing other parts.

It will be gathered from the foregoing that the facings 29 and 43 of the shoe and wedge, by reason of being built out on the sides of the shoe and wedge, are adapted to take the lateral thrust and wear of the drive wheel 6, and that the key 25 is adapted to prevent endwise movement of the box 7, the said key being held against movement in said direction by the shoe and wedge which straddle the sides of frame 1 as before described. It will also be gathered that the box 7 can be removed from the locomotive without dropping or taking out the drive wheels or axles, and the shoe and wedge can be removed without taking down the frame binder or pedestal brace, and further that the box, shoe and wedge permit of the taking up of lateral wear without dropping or taking down the axle and drive wheels.

While I have shown and described one form of my invention, it is to be understood that I am not limited to the details or the form or relative arrangement of parts disclosed, but that extensive modifications may be made therein, without departing from the spirit thereof.

Having described my invention, what I claim and desire to secure by Letters-Patent, is:

1. The combination of a pedestal frame having sides one of which is tapered; a pedestal brace; a spring saddle straddling the upper portion of the frame; a box that is flanged at its inner end, arranged in the frame and having a groove in its top receiving the inner leg of the saddle and also having a key-seat in said top and key-seats in its sides communicating with the first-named key-seat; a shoe arranged between the box and one side of the frame and having a channel receiving said side, and a key-seat registering with that in the adjacent side of the box, and also having a facing adapted to be opposed to the adjacent side of a wheel; means connecting said shoe with said side of the frame; a wedge arranged between the box and the tapered side of the frame and having a channel receiving said side, and a key-seat registered with that in the other side of the box, and also having a facing adapted to be opposed to the adjacent side of a wheel; means connecting said wedge with said tapered side of the frame; adjustable means connecting the

pedestal brace and the wedge; and a key having a recess in its upper side receiving the outer leg of the saddle, said key being arranged in the key-seat in the top of the box and having depending portions occupying the registered key-seats in the box sides and the shoe and wedge.

2. The combination of a pedestal frame having sides one of which is tapered; a pedestal brace; a spring saddle straddling the upper portion of the frame; a box that is flanged at its inner end, arranged in the frame and having a groove in its top receiving the inner leg of the saddle and also having a key-seat in said top and key-seats in its sides communicating with the first-named key-seat; a shoe arranged between the box and one side of the frame and having a channel receiving said side and also having a key-seat registered with that in the adjacent side of the box; means connecting said shoe with said side of the frame; a wedge arranged between the box and the tapered side of the frame and having a channel receiving said side, and a key-seat registered with that in the adjacent side of the box; means connecting said wedge with said tapered side of the frame; adjustable means connecting the pedestal brace and the wedge; and a key having a recess in its upper side receiving the outer leg of the saddle, said key being arranged in the key-seat in the top of the box and having depending portions occupying the registered key-seats in the box sides and the shoe and wedge.

3. The combination of a pedestal frame, a saddle straddling the frame, a box arranged in the frame and under the saddle and flanged at its inner end and having a key-seat in its top and key-seats in its sides communicating with the first-named key-seat, a shoe interposed between the box and one side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, a wedge interposed between the box and the other side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, and a key arranged under the saddle and in the key-seat in the top of the box and having depending portions occupying the registered key-seats in the box sides and the shoe and wedge.

4. The combination of a pedestal frame, a box arranged in the frame and flanged at its inner end and having key-seats in its sides, a shoe interposed between the box and one side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, wedge interposed between the box and the other side

of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, and keying means arranged in the registered key-seats in the box sides and the shoe and wedge.

5 5. The combination of a pedestal frame, a saddle straddling the frame, a box arranged in the frame and under the saddle and flanged at its inner end and having key-seats in its sides, a shoe interposed between the box and one side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, a wedge interposed between the box and the other side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, and keying means arranged under the saddle and in the registered key-seats in the box sides and the shoe and wedge.

20 6. The combination of a pedestal frame, a box therein, and a shoe and a wedge secured between the box and frame sides and having facings adapted to be opposed to the adjacent side of a wheel.

30 7. The combination of a frame, a box arranged in the frame and having key-seats in its sides, a shoe interposed between the box and one side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, a wedge interposed between the box and the other side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, and keying means arranged in the registered key-seats in the box sides and the shoe and wedge.

45 8. The combination of a frame, a saddle straddling the frame, a box arranged in the frame and under the saddle and having key-seats in its sides, a shoe interposed between the box and one side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, a wedge interposed between the box and the other side of the frame and held against inward movement relative to the frame and having a key-seat registered with that in the adjacent side of the box, and keying means arranged under the saddle and in the registered key-seats in the box sides and the shoe and wedge.

55 9. The combination of a frame, a box ar-

60 ranged in the frame and having its inner portion flanged, a shoe interposed between the box and one side of the frame and keyed to the box and held against inward movement relative to the frame, and a wedge interposed between the box and the other side of the frame and keyed to the box and held against inward movement relative to the frame.

70 10. The combination of an axle box, means in which the box is mounted and supported, and keying means movable vertically into and out of opposed portions of the box and the means in which the box is mounted and supported, for holding the box against endwise movement in said means.

75 11. The combination of a box, means in which the box is arranged and supported, a spring-saddle disposed above the box, and keying means arranged under the saddle and retained by gravity and the saddle in opposed portions of the box and the means in which the box is arranged and supported, for holding the box against endwise movement in the said means.

85 12. The combination of a box, means in which the box is arranged and supported, a spring-saddle disposed above the box, and keying means arranged under the saddle and in engagement with the box and the means in which the box is arranged and supported, for holding the box against endwise movement in said means.

90 13. The combination of an axle box, means in which the box is arranged and supported, keying means engaging the box and the means in which the box is arranged and supported, for holding the box against endwise movement in said means, and means opposed to the keying means for preventing displacement thereof.

100 14. The combination of an axle box, means in which the box is arranged and supported, keying means movable vertically into and out of engagement with the box and the means in which the box is arranged and supported, for holding the box against endwise movement in said means, and means the weight of which is imposed on the keying means for preventing displacement thereof.

110 In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE McCORMICK.

Witnesses:

F. B. TORREY,
GEO. N. TORREY.