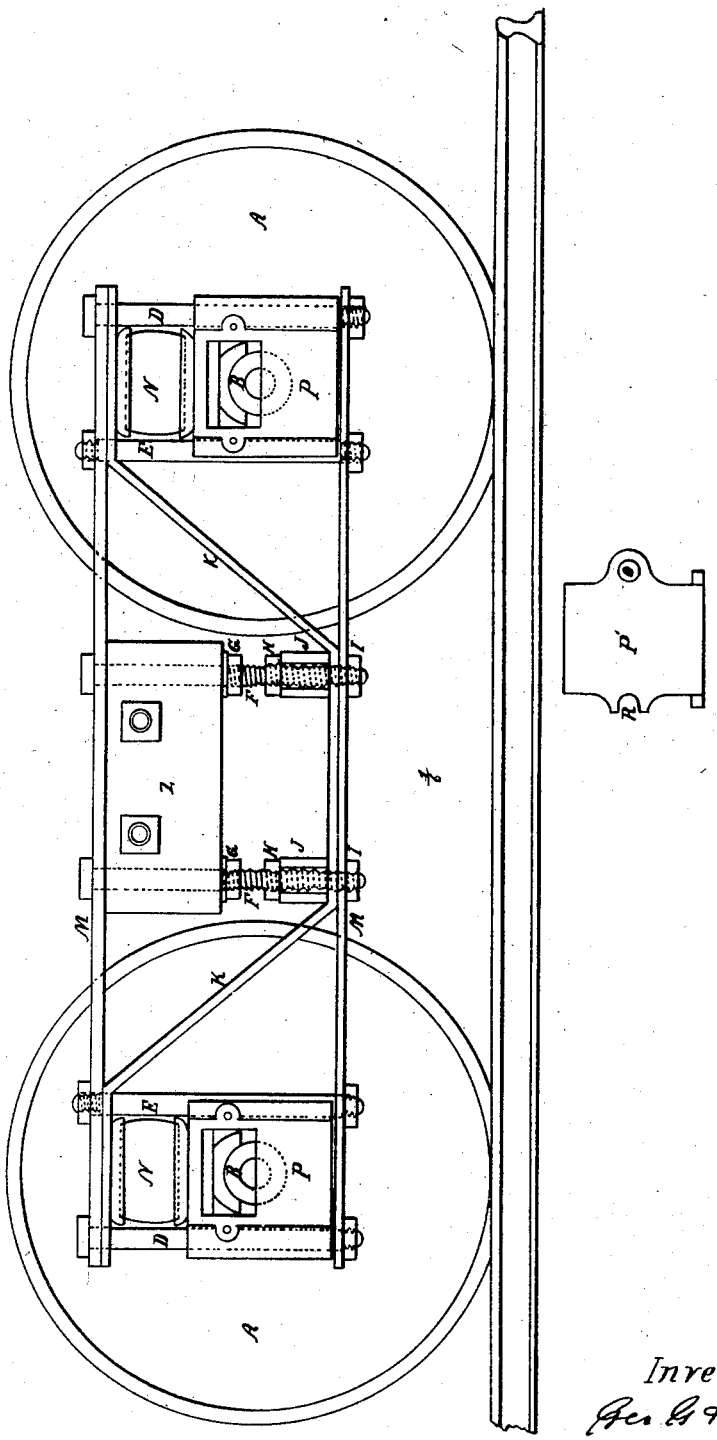
G. G. HUNT.

CAR TRUCK.

No. 45,609. Patented Dec. 27, 1864.



Witnesses

Horace Nichols

S. A. Bishop

Inventor

Geo. G. Hunt

UNITED STATES PATENT OFFICE.

GEORGE G. HUNT, OF BRIDGEPORT, CONNECTICUT.

IMPROVEMENT IN CAR-TRUCKS.

Specification forming part of Letters Patent No. **45,609**, dated December 27, 1864.

To all whom it may concern:

Be it known that I, GEORGE G. HUNT, of the city of Bridgeport, in the county of Fairfield and State of Connecticut, have invented a new and useful Improvement in the Trucks of Railroad-Cars; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in so constructing the trucks of railroad-cars that the axles and axle-boxes may be readily removed from the truck-frame with greater ease and facility than has heretofore been done; also, in making the main truss-bolts of the truck adjustable, in order to bring the strain more perfectly upon the trusses in a longitudinal direction.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

The accompanying drawing represents a side view of my improved truck, which is constructed chiefly of iron, and in which M M are the top and bottom plates of the frame; K K, the trusses; P P, the axle boxes; A A, the wheels; B B, the journals or axles; N N, the springs; D D and E E, the bolts for connecting the axle-boxes with the truck-frame; F F, the main truss-bolts, which are made adjustable by means of the nuts H H and I I; Z, the center beam of the truck; J J, collars or washers for the purpose of stiffening the bolts F F. P′ is a top view of the axle-box P.

The bolt D passes through the top and bottom plates, M M, and the truss-plate K, and also through an opening in the axle-box P, as shown at O in P′. The bolt E also passes through the same plates and truss plate, but fits into a slot cast in the axle box, as shown at R in P′. The bolt D may also fit into a slot instead of passing through the opening O, and I usually construct them in that manner.

In order to remove the axle-wheels and axle-boxes from the truck-frame, I raise the end of the truck from which they are to be removed a trifle—say one-eighth to one-quarter of an inch—and then unscrew the nuts from and remove the bolts D, when the axle and axle-boxes can be easily rolled out of the truck-frame.

The main truss-bolts F F have threads cut upon them extending from the small end to the bottom of the center beam, Z. The nuts G G are screwed firmly against the center beam, and sustain all the weight that is placed upon said center beam. After the frame of the truck is put together the nuts H H are screwed down firmly against the collars J J until the strain is brought upon the truss-plates K K in a longitudinal direction. The nuts H H can at any time be raised or lowered in order to increase or diminish the longitudinal strain of said trusses. Without these adjustable bolts F F it is almost impossible to put the truck-frame together in such a manner but that too much strain will be brought upon the top plate, M, and too little upon the truss-plate K. By the use of these adjustable bolts I am enabled to make a much stronger truck-frame with much lighter iron than is ordinarily used.

It will be observed that in the model there is a duplicate of the truck-frame shown in the drawing, which is placed upon the opposite side of the wheels; but, as the double frame constitutes no part of the invention for which I claim Letters Patent under this application, I have not considered it necessary to describe it.

I claim—

1. The slotted axle-boxes P P′, in combination with the movable bolts D D and the truck-frame, for the purpose of removing the axles and axle-boxes from said truck frame with facility and dispatch.

2. The adjustable bolts F F, in combination with the truss K, in order to bring the weight of the car chiefly upon said truss, and thus throw the strain upon said truss in a line with the grain of the iron.

GEO. G. HUNT.

Witnesses:

HORACE NICHOLS,

I. A. BISHOP.