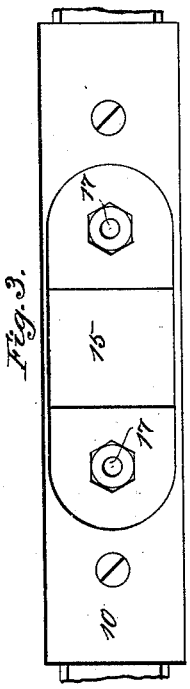
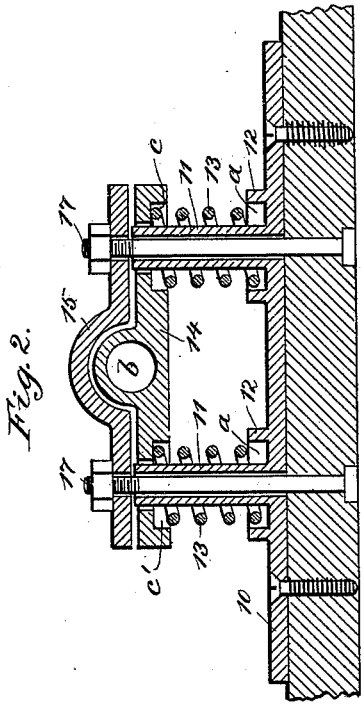
(No Model.) 2 Sheets—Sheet 1.

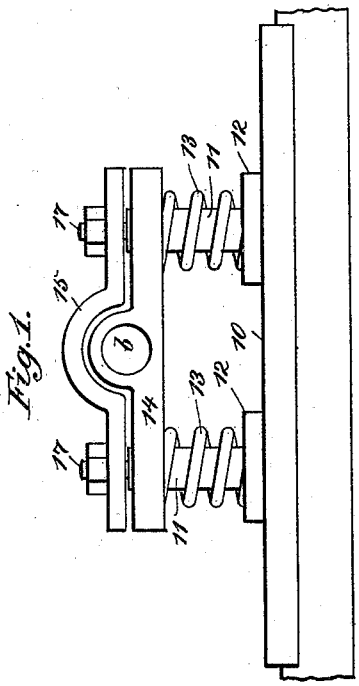
# T. HILL.

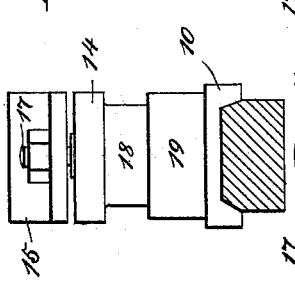
## PEDESTAL FOR VEHICLES.

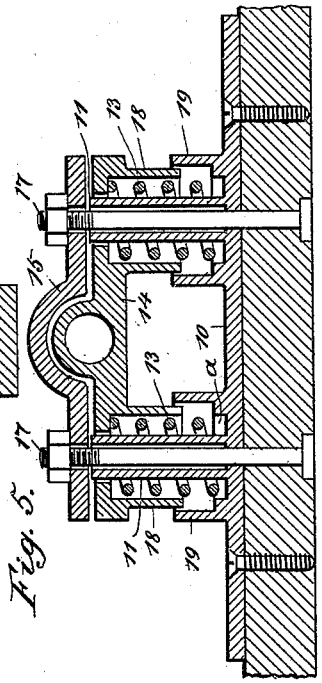
No. 421,403. Patented Feb. 18, 1890.

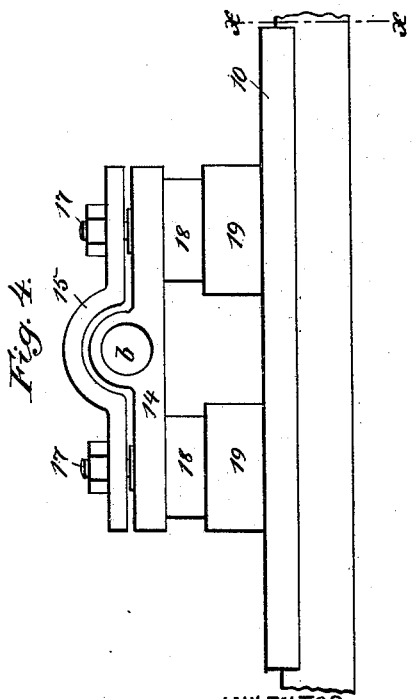



WITNESSES:
D. C. Reusch.
A. Sedgwick

INVENTOR:
Thomas Hill
BY Munn & Co
ATTORNEYS.

(No Model.)

2 Sheets—Sheet 2.

# T. HILL.

## PEDESTAL FOR VEHICLES.

No. 421,403. Patented Feb. 18, 1890.

Fig. 10.

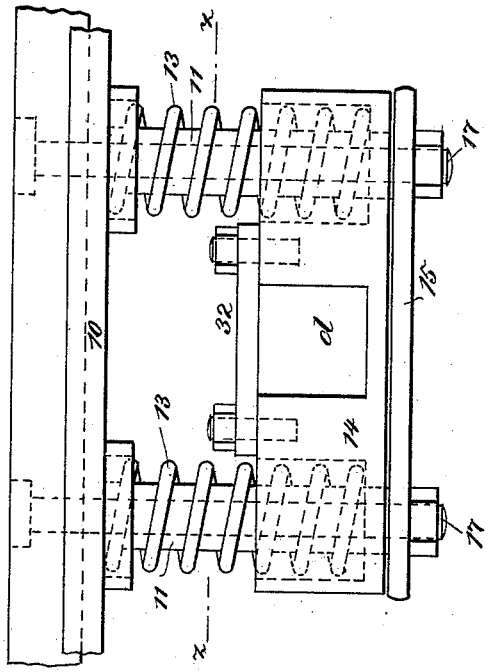



Fig. 11.

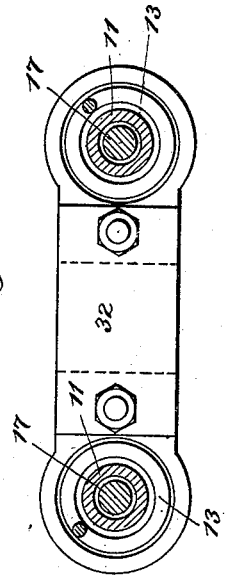



Fig. 7.

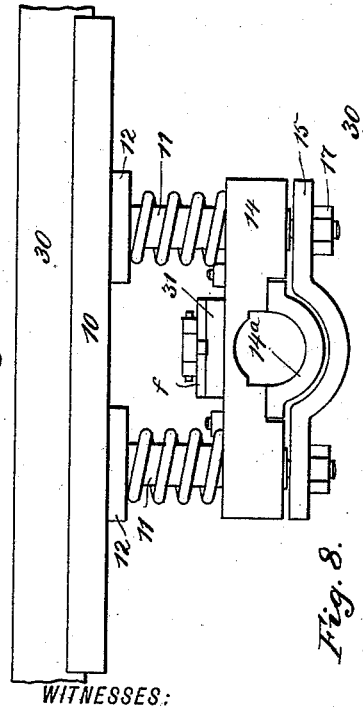



Fig. 8.

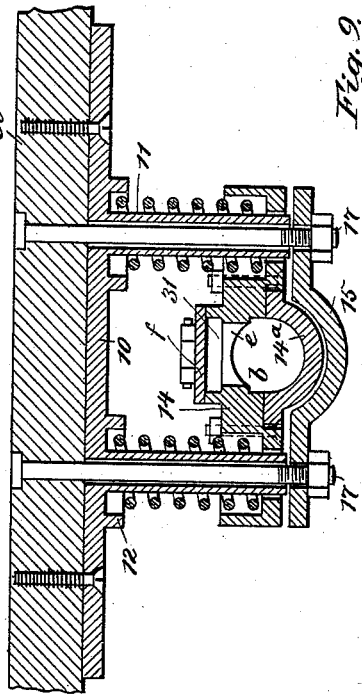
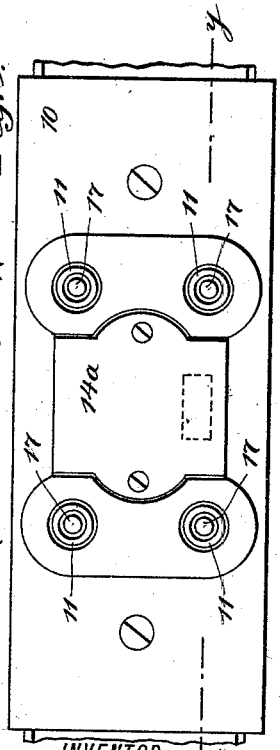



Fig. 9.




WITNESSES:

D. C. Reusch

C. Sedgwick

INVENTOR:

Thomas Hill

BY

Munn & Co

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

THOMAS HILL, OF JERSEY CITY, NEW JERSEY.

## PEDESTAL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 421,403, dated February 18, 1890.

Application filed June 7, 1889. Serial No. 313,443. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS HILL, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and improved Pedestal for Vehicles, of which the following is a full, clear, and exact description.

This invention relates to pedestals of the class employed to support vehicle-bodies, the invention consisting of certain novel constructions, arrangements, and combinations of elements to be hereinafter described, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is a side view of my improved pedestal. Fig. 2 is a central longitudinal sectional view thereof. Fig. 3 is a plan view of the pedestal. Fig. 4 is a side view of a modified construction. Fig. 5 is a central longitudinal sectional view of the construction illustrated in Fig. 4. Fig. 6 is a cross-sectional view on line *x x* of Fig. 4. Fig. 7 is a side view of a further modification, the parts in this instance being represented as they appear when arranged to support a vehicle-body directly from the axle-journal. Fig. 8 is a longitudinal sectional view on line *y y* of Fig. 9. Fig. 9 is an inverted plan view of the parts as they appear when the supporting-cap and its bolts are removed. Fig. 10 is a side view of a modified construction, and Fig. 11 is a sectional plan view on line *z z* of Fig. 10.

Referring now to the construction shown on Sheet 1 of the drawings, 10 represents a base-plate that is arranged for connection with the running-gear of a vehicle, the base-plate being formed or provided with upwardly-extending tubular projections 11, and with annular flanges 12, that are preferably concentric with the projections 11, the plate 10, tubular projections 11, and flanges 12, making one integral casting. About the projections 11 there are coiled springs 13, the lower ends of the springs resting in the annular recesses *a*, between the outer peripheral faces of the projections 11 and the inner faces of the flanges 12.

The springs 13 support a bearing-plate 14, that is centrally and horizontally apertured at *b* to receive the side trunnion or pivot of a dumping-vehicle body, and vertically apertured near the ends to receive the upper ends of the tubular projections 11, by which the bearing-plate is guided, the under face of the bearing-plate being recessed at *c* and *c'* to receive the upper ends of the springs 13, the recesses *c c'* serving to confine the upper ends of the springs and preventing any undue spreading of such spring ends, while the flanges 12 prevent any undue spreading of the lower ends of the springs.

To prevent all accidental displacement of the bearing-plate 14, I provide a retaining plate or keeper 15, said plate being apertured to permit the passage of bolts 17, which extend through the butt-ends of the shafts or booms or other sections of the running-gear, to which the plate 10 is secured, through the tubular projections 11 and keeper 15, as is clearly shown in Fig. 2.

It will be seen from the construction and arrangement of parts which have just been described that an exceedingly stable support is provided for the bearing-plate 14, inasmuch as the casting of the tubular projections 11 integral with the base-plate 10, and the staying of the same by the bolts 17 and plate 15, which is clamped upon the upper ends of the projections, secures at all times the perfect alignment and rigidity of said projections, insuring the perfect action of the bearing-plate and springs.

It is to be understood that instead of securing the plate 10 above the shafts or running-gear, as illustrated, to receive the trunnions of a dumping-cart body, the said plate may be secured beneath the shafts, gear, or body in a manner similar to that illustrated in Fig. 10, which figure, however, shows a modified form of bearing-plate, so that the projections 11 and attached parts depend therefrom to receive in the horizontal aperture of the bearing-plate the axle of the cart or other vehicle.

In the construction shown in Figs. 4, 5, and 6 the bearing-plate 14 is provided with downwardly-extending flanges 18, and the plate 10 is provided with auxiliary flanges 19, the flanges 18 fitting telescopically within the

flanges 19, as represented. By this construction I provide for the perfect housing and protection of the springs, the construction otherwise being identical with that shown in Figs. 1, 2, and 3.

In Figs. 7, 8, and 9 I illustrate a construction by means of which my pedestal is adapted for use in connection with vehicle-bodies that are supported directly from the axle-journals. In this construction the plate 10 is provided with four tubular projections 11, and the plate is secured to the under sides of the sill 30 or other convenient part of the vehicle-body, as represented in the drawings, the construction illustrated being identical with that shown in Figs. 1 and 2; but it might be the same as illustrated in Figs. 4 and 5. In the construction under consideration the bearing-plate 14, which is provided with four vertical apertures to receive the four projections 11, is provided with a box-like structure 31, adapted to receive a lubricating material, the structure being normally closed by a cap or cover *f*, and communication between the journal-aperture *b* and the interior of the structure 31 being secured by means of a slot or passage *e*.

Any proper journal-box would be arranged in connection with the bearing-plate 14, and in order that the box and journal may be locked to place, I form the plate with a removable section $14^a$, that is bolted to the main plate 14, as shown. The bolts 17, by which the retaining-plate 15 is held to place, would in this case be passed downward through the sills 30, as shown. This construction and arrangement is more particularly adapted for use with railway-cars, either passenger or freight, and provides a reliable device for its purpose, having all the advantages hereinbefore set forth for carts or road-vehicles.

In Figs. 10 and 11 I have shown my pedestal as it would appear when arranged for use so as to support the vehicle-body directly above and from the axle, the plate 14 in this case being provided with a rectangular recess *d*, to receive the axle-body, the plate being held to the axle by a binding-plate 32, that is suitably bolted to place on the plate.

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

1. In a vehicle-pedestal, the base-plate 10, formed with integral tubular projections, substantially as shown and described.

2. In a vehicle-pedestal, the combination, with the base-plate formed with integral tubular pedestals, of a bearing-plate formed in one piece and apertured to receive said projections, a retaining-plate, bolts passing through the tubular projections and the bearing and retaining plates, and springs interposed between the base-plate and bearing-plate, substantially as shown and described.

3. In a vehicle-pedestal, a base-plate formed with integral tubular projections, and annular flanges surrounding said projections, in combination with a bearing-plate having apertures to receive the tubular projections of the base-plate, and annular flanges surrounding said apertures, said flanges of the base and bearing plates being adapted to telescope, substantially as and for the purposes set forth.

4. In a vehicle-pedestal, the combination, with a base-plate having integral tubular projections, of a bearing-plate having vertical apertures to receive said projections, and a horizontal bearing provided with a cap-plate, substantially as shown and described.

5. The combination, with a base-plate formed with annular flanges 12 and provided with integral tubular projections 11, of a bearing-plate apertured to receive the projections 11 and formed with recesses *c* and *c'*, springs that are coiled about the projections 11 and rest within the recesses *c* and *c'* at one end and between the projections 11 and the inner faces of the flanges 12 at the other end, a keeper, and retaining-bolts, substantially as described.

6. The combination, with a base-plate formed or provided with tubular projections 11 and flanges 19, of a bearing-plate apertured to receive the projections 11 and formed with flanges 18, which fit telescopically within the flanges 19, springs coiled about the projections 11 and abutting against the base and bearing plates, a keeper, and retaining-bolts, substantially as described.

7. The combination, with a base-plate formed or provided with integral projections 11, of a bearing-plate provided with a box-like structure which forms a lubricant-receptacle, the bearing-plate being apertured to receive the projections, springs coiled about the projections and arranged to bear against the base and bearing plates, a keeper, and retaining-bolts, substantially as described.

8. The combination, with a base-plate formed or provided with integral tubular projections 11, of a bearing-plate centrally provided with a bearing having a cap-plate and being provided with a box-like structure which forms a lubricant-receptacle, the bearing-plate being apertured to receive the projections, springs coiled about the projections and arranged to bear against the base and bearing plates, a keeper, and retaining-bolts, substantially as described.

THOMAS HILL.

Witnesses:
EDGAR TATE,
C. SEDGWICK.