No. 820,770. PATENTED MAY 15, 1906.

E. I. DODDS.

CAR TRUCK.

APPLICATION FILED SEPT. 7, 1905.

3 SHEETS—SHEET 1.

Fig. 1.

Fig. 2.

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3 SHEETS—SHEET 2.

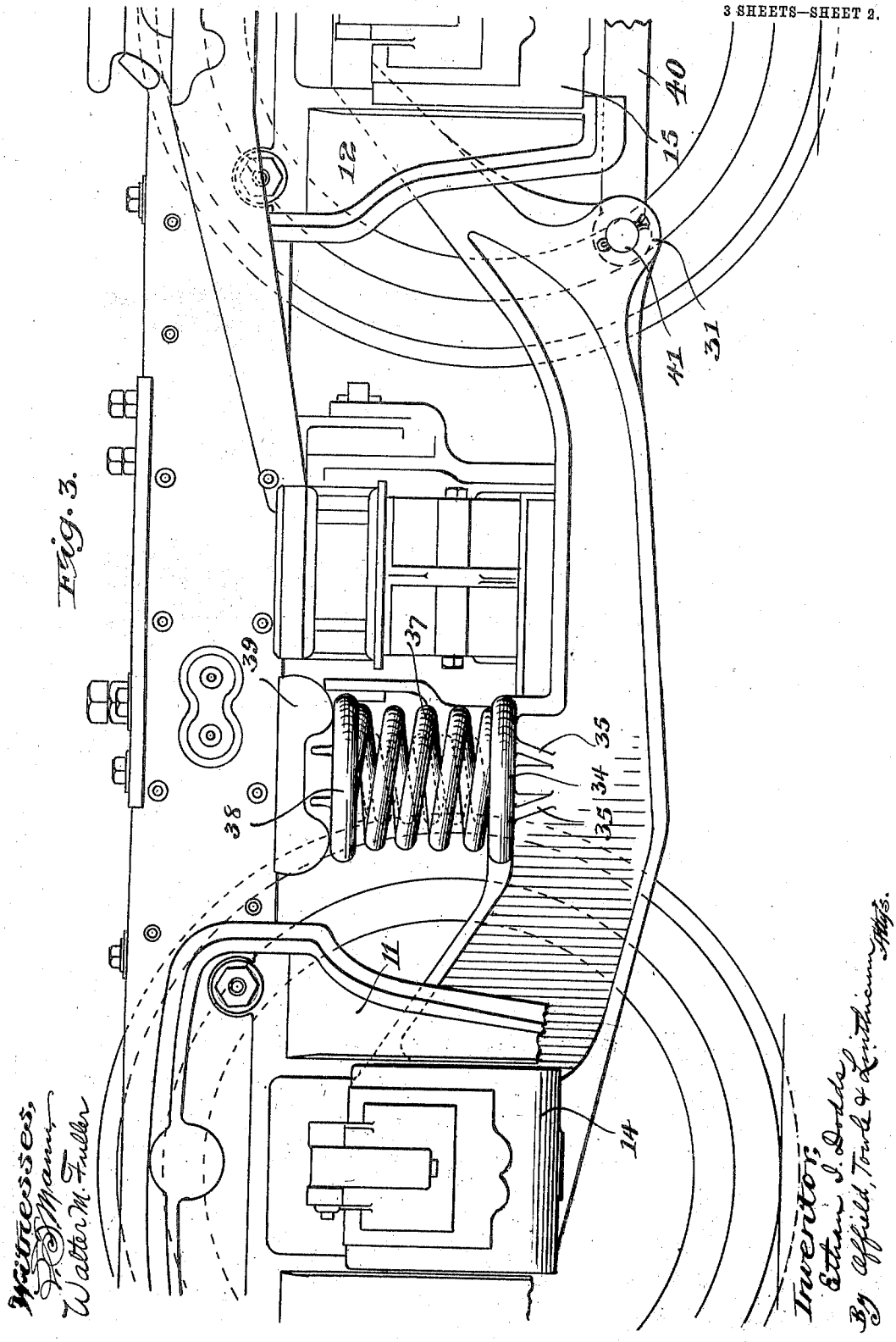

Fig. 3.

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3 SHEETS—SHEET 3.

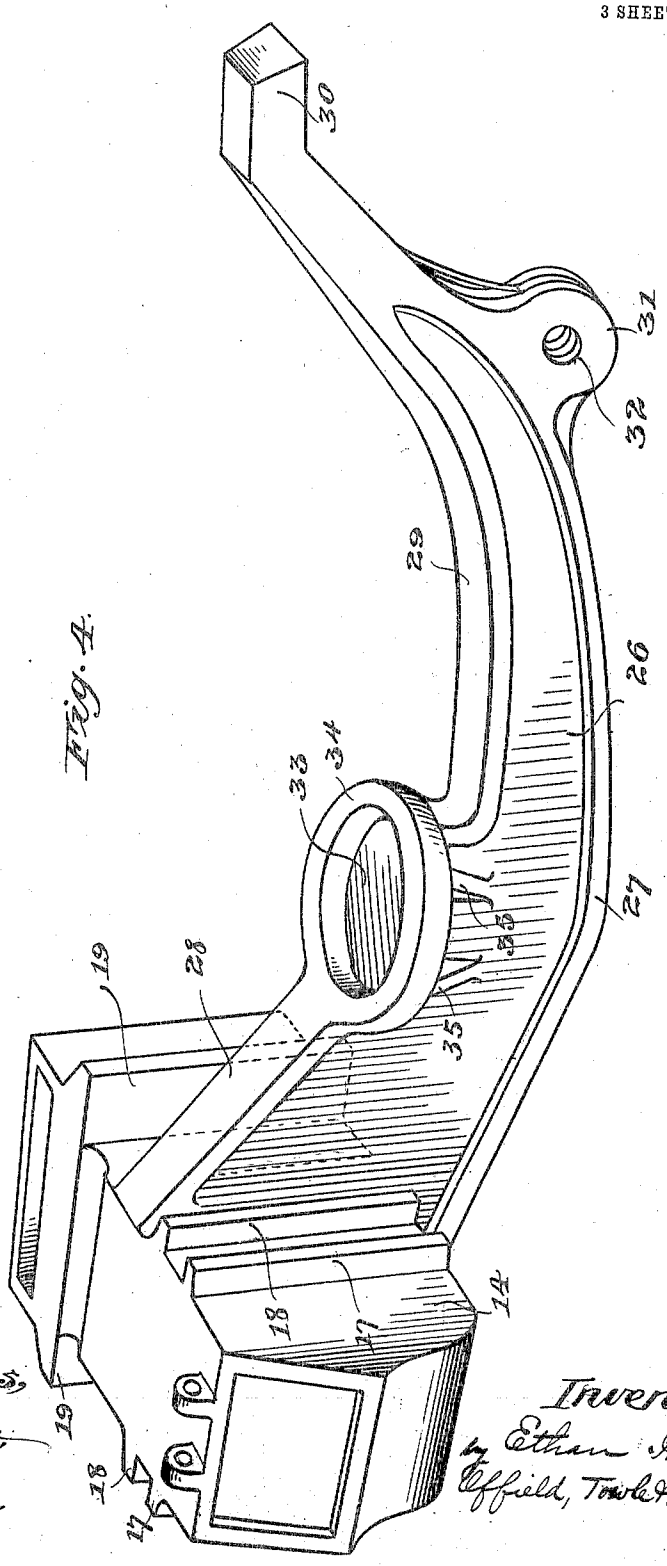

Fig. 4.

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UNITED STATES PATENT OFFICE.

ETHAN I. DODDS, OF PULLMAN, ILLINOIS, ASSIGNOR TO THE PULLMAN COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

CAR-TRUCK.

No. 820,770. Specification of Letters Patent. Patented May 15, 1906.

Application filed September 7, 1905. Serial No. 277,433.

To all whom it may concern:

Be it known that I, ETHAN I. DODDS, a citizen of the United States, residing at Pullman, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Car-Trucks, of which the following is a specification.

This invention relates to a new form of equalizing means for car-trucks which includes integral journal-boxes and equalizing-bars and which, besides other advantages, dispenses with the necessity of employing pedestal tie-bars. When my invention is embodied in a six-wheel truck, the end journal-boxes have each an integral equalizing-bar resting upon the adjacent center journal-box, the two bars of each side being joined and tied together by any approved means, such as a link.

In the accompanying drawings I have illustrated one embodiment of my invention, like reference characters referring to the same parts throughout.

Figure 1 is a plan view, partly in horizontal section, of a portion of a truck embodying my invention. Fig. 2 is a side elevation of such a truck. Fig. 3 is an enlarged side elevation of a portion of the truck, and Fig. 4 is a perspective view of one of the journal-boxes and its integral equalizing-bar.

The usual form of wheel-piece 10 has attached to it by means of bolts or other approved means three pedestals 11, 12, and 13, within which are slidably mounted journal-boxes 14, 15, and 16, respectively, each of which has guid. g projections 17, 18, and 19, Fig. 4, the first two of which coöperate with the outer portion 20 of the pedestal, while the latter, 19, engages and coöperates with the inner portion 21 of its pedestal. Journals of the axles 22, 23, and 24 are rotatably mounted in the journal-boxes 14, 15, and 16 in the usual manner, the axles being supplied with ordinary car-wheels 25. The end journal-boxes 14 and 16 are each provided with an integral equalizing-bar 26, which has along its lower edge a flange 27 and along its upper edge flanges 28 and 29, the extreme end 30 of the bar having a flat portion adapted to rest upon the top of the center journal-box 15, the latter having guiding-ribs 36 to hold the end of the bars in position. Each bar 26 has two spaced lugs 31, provided with apertures 32 in alinement. The upper edge of each bar is supplied near its central portion with a spring-seat 33, having an upstanding annular flange 34 to hold the spring in place, the seat and bar being joined by integral brackets 35.

When the truck is assembled, the two bars 26 rest upon the top of the center journal-box 15, and a spring 37 is fitted in each seat 33, engaging at its upper end equalizing-bar spring-cap 38, which coöperates with spring-block 39 beneath wheel-piece 10. The two bars 26 are tied together by a link 40, pivoted to the lugs 31 by means of pivot-pins 41, passing through apertures 32 and through the ends of the link. It will be noted that in this form of construction the load which is transmitted through springs 37, each located substantially one-third the distance from the end journal to the center journal, is equalized on the journal-boxes, and the equalizing-bars are held together by the link 40, which also indirectly by means of the journal-boxes ties together the end pedestals, dispensing with the use of a pedestal tie-bar.

Although I have illustrated and described my invention as applied to a six-wheel truck, it is clear that any truck having a plurality of wheels and journal-boxes on a side may be improved by incorporating my invention therein.

My invention is not limited to a single equalizing-bar integral with a journal-box, since it is apparent that a truck may be constructed wherein a plurality of bars integral with a single box rest upon adjacent boxes.

It is obvious that various other changes may be made in the details of such a construction within the principle of the invention. Hence my invention is not limited to the specific structure illustrated and described except to the extent indicated in specific claims.

This patent is intended to embrace only so much of the disclosure made herein as is covered by the claims.

I claim—

1. In a railway-car truck, a journal-box and an equalizing-bar integral with said box, substantially as described.

2. In a railway-car truck, the combination of two journal-boxes and an equalizing-bar integral with one of said boxes and resting upon the other of said boxes, substantially as described.

3. A six-wheel car-truck having, in com-

bination, journal-boxes for said truck, and equalizing-bars each integral with an end journal-box and resting upon the center journal-box of the corresponding side, substantially as described.

4. A six-wheel car-truck having, in combination, journal-boxes for said truck, equalizing-bars each integral with an end journal-box and resting upon the center journal-box of the corresponding side, and means to tie said bars together, substantially as described.

5. A six-wheel car-truck having, in combination, journal-boxes for said truck, equalizing-bars each integral with an end journal-box and resting upon the center journal-box of the corresponding side, and a link to tie the two bars of each side together, substantially as described.

6. A six-wheel car-truck having, in combination, journal-boxes for said truck, equalizing-bars each integral with an end journal-box and resting upon the center journal-box of the corresponding side, and a link passing beneath each center journal-box, and tying together the two bars of each side, substantially as described.

7. A six-wheel car-truck having, in combination, journal-boxes for said truck, a pair of equalizing-bars each integral with one end journal-box and resting upon the center journal-box of the corresponding side, each bar having perforated spaced lugs, and a link pivoted to the lugs of the two bars on each side to tie the same together, substantially as described.

8. In a railway-car truck, a journal-box and an equalizing-bar integral with said box and having an integral spring-seat, substantially as described.

9. In a railway-car truck, the combination of two journal-boxes and an equalizing-bar integral with one of said boxes and resting upon the other of said boxes, said latter box being provided with guides for the end of said bar, substantially as described.

10. In a car-truck having a plurality of wheels on a side, the combination of one or more journal-boxes each having an integral equalizing bar or bars, and one or more additional journal-boxes, the free ends of said equalizing bar or bars resting upon said latter box or boxes, substantially as described.

11. In a six-wheel car-truck, the combination of a truck-frame having three pedestals on a side, a journal-box in each pedestal, the end journal-boxes each having an integral equalizing-bar resting upon the center journal-box of the corresponding side, and means to tie the two equalizing-bars of each side together thereby tying together the end pedestals, substantially as described.

12. In a six-wheel car-truck, the combination of a truck-frame having three pedestals on a side, a journal-box in each pedestal, the end journal-boxes each having an integral equalizing-bar resting upon the center journal-box of the corresponding side, and a link pivotally joining the two equalizing-bars of each side thereby tying together the end pedestals, substantially as described.

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