(No Model.)

J. McEWEN.

CAR TRUCK.

No. 317,822. Patented May 12, 1885.

Fig: 1.

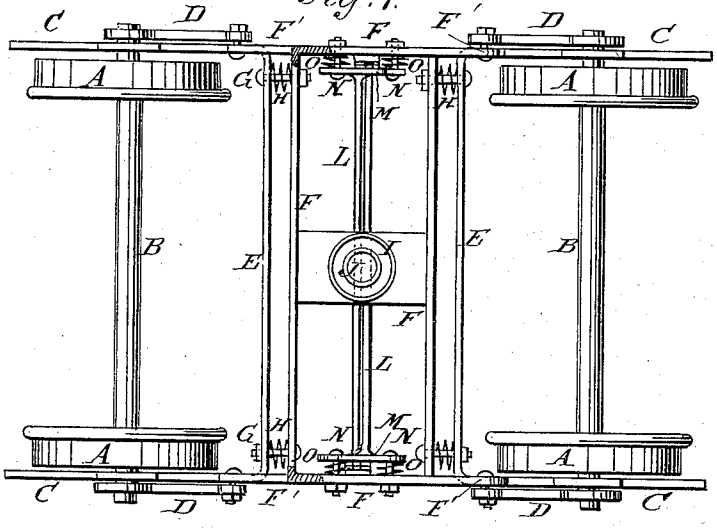


Fig: 2.

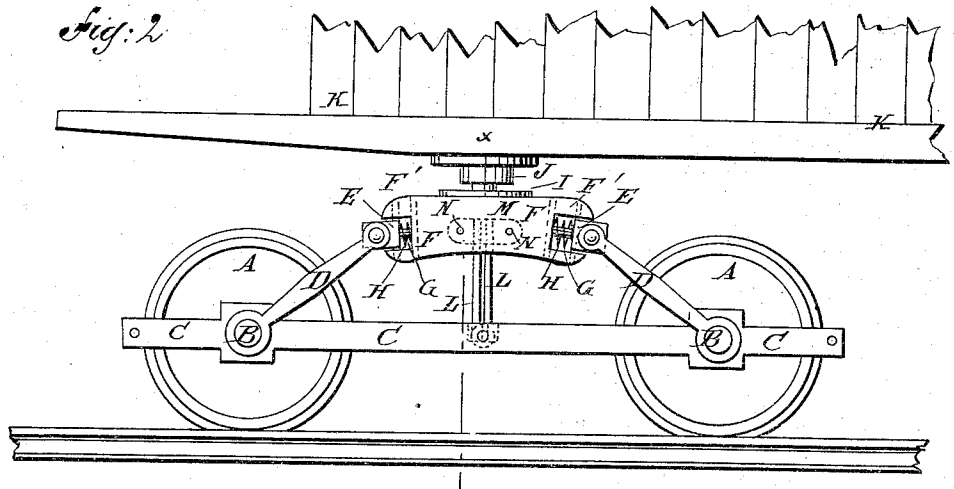
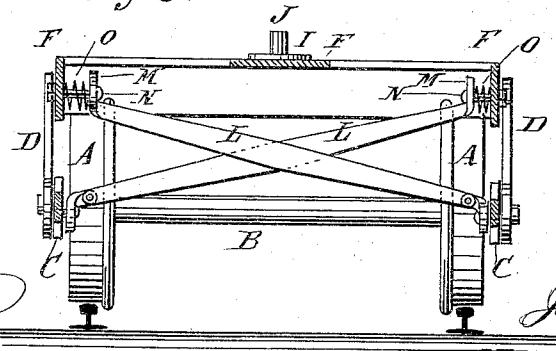


Fig: 3.



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UNITED STATES PATENT OFFICE.

JOHN McEWEN, OF NEW YORK, N. Y.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 317,822, dated May 12, 1885.

Application filed September 23, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN McEWEN, of the city, county, and State of New York, have invented certain new and useful Improvements in Railway-Car Trucks, of which the following is a full, clear, and exact description.

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

Figure 1 is a plan view of one of my improved car-trucks, parts being broken away. Fig. 2 is a side elevation of the same, and showing a part of a car-body. Fig. 3 is a sectional front elevation of the same, taken through the line *x x*, Fig. 2.

The object of this invention is to promote simplicity in the construction of railway-car trucks, and durability and security in the use of said trucks.

The invention relates to railway-car trucks constructed with side bars and inclined standards carried on the axles of the wheels, and a top frame connected with the inclined standards by slotted guide-lugs, cross-bars, and bolts and springs to provide an elastic support for the said top frame and hold it from forward and rearward movements, the said to frame being held from lateral movement by inclined braces hinged to the side bars, and provided with cross-heads connected with the said top frame by bolts and springs, as will be hereinafter fully described and claimed.

A are the wheels, the journals of the axles B of which revolve in bearings in the end parts of the side bars, C, of the truck-frames, and in the lower ends of the inclined standards D. The standards D incline upward and inward at an angle of about thirty degrees, (30°,) and their upper ends are pivoted to lugs formed upon the ends of the cross-bars E. The end parts of the cross-bars E slide in slots in lugs F′, formed upon the ends of the side bars of the top or platform frame, F. The cross-bars E and the cross-bars of the frame F are connected by bolts G, upon which, between the said cross-bars, are placed spiral springs H, or other suitable springs.

In the center of the top frame, F, is formed a bearing, I, for the king-bolt J, connected with the car-body K. The top frame, F, is strengthened against lateral movement by the inclined braces L, the lower ends of which are hinged to the side bars, C, of the truck, and upon their upper ends are formed, or to them are attached, cross-heads M. The cross-heads M are connected with the side bars of the top frame, F, by bolts N, upon which are placed spiral springs O or other suitable springs. With this construction the downward pressure of the car-body and its load is sustained by the springs H O, and at the same time the said springs hold the top frame from forward, backward, and lateral movement, and cause the said frame to move up and down vertically.

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

1. A railway-car truck constructed substantially as herein shown and described, and consisting of the wheels and axles, side bars, and inclined standards carried by the said axles, a top frame connected with the said inclined standards by cross-bars, springs, and bolts, and with the side bars by hinged inclined brace-bars having cross-heads, springs, and bolts, as set forth.

2. In a railway-car truck, the combination, with the wheels A, axle B, and the frame F, having slotted projecting lugs F′, of the side bars, C, and inclined standards D, the cross-bars E, and the bolts and springs G H, substantially as herein shown and described, whereby an elastic support is provided, and the said top frame is held from forward and rearward movement, as set forth.

3. In a railway-car truck, the combination, with the wheels and axles A B, the top frame, F, the side bars, C, the inclined pivoted standards D, and their guide-lugs, bolts, and springs F′ G H, of the inclined hinged braces L, having cross-heads M, and the bolts and springs N O, substantially as herein shown and described, whereby the said top frame is held from lateral movement, while being allowed to move up and down freely, as set forth.

JOHN McEWEN.

Witnesses:
JAMES T. GRAHAM,
EDGAR TATE.