

A. C. VAUCLAIN.

CAR TRUCK.

APPLICATION FILED OCT. 16, 1908.

946,293.

Patented Jan. 11, 1910.

2 SHEETS—SHEET 1.

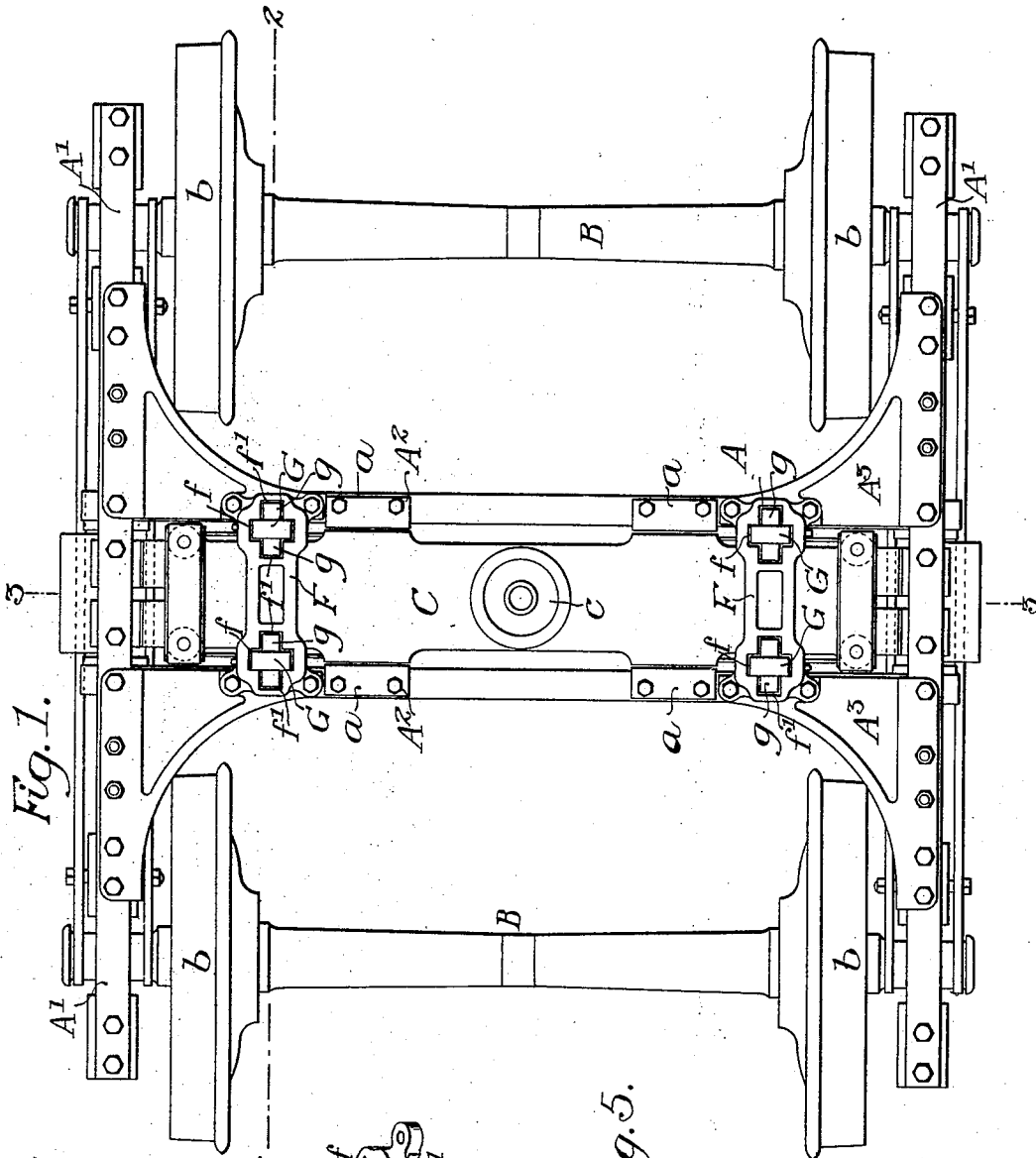


Fig. 1.

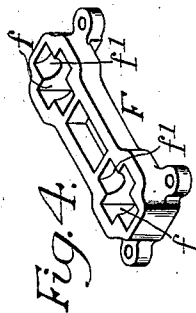


Fig. 4.

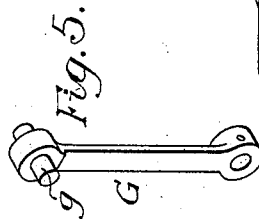


Fig. 5.

Witnesses,
William H. Rorer.
Augustus B. Coppes

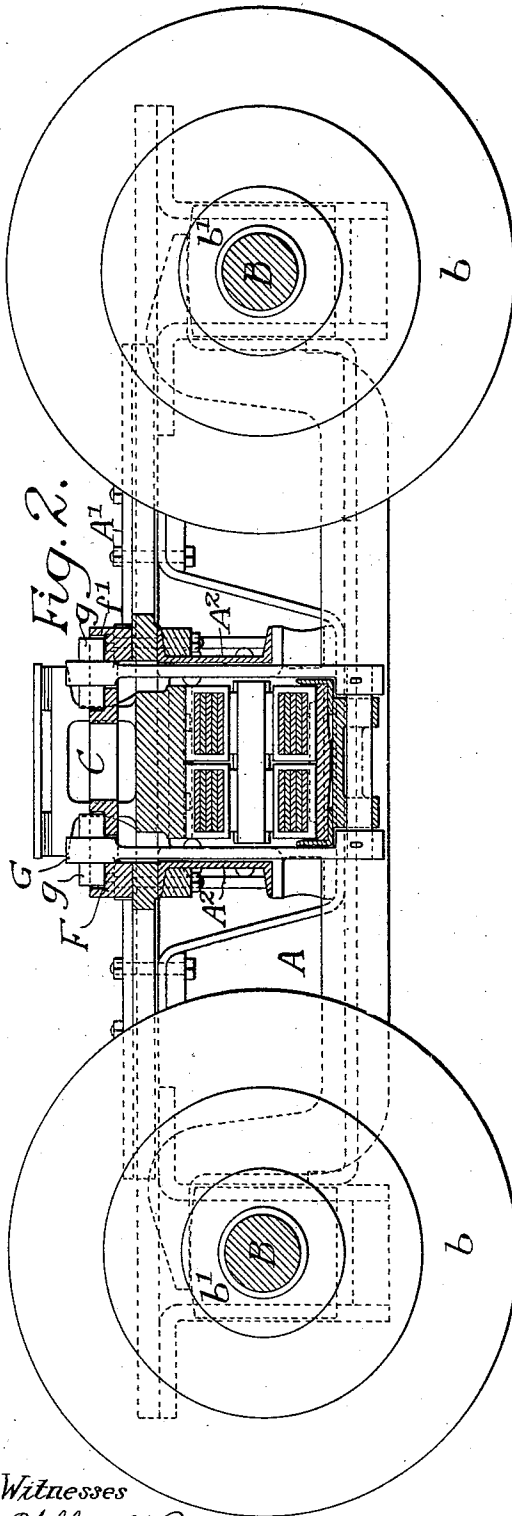
Inventor
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by his Attorneys
Hamm & Hamm

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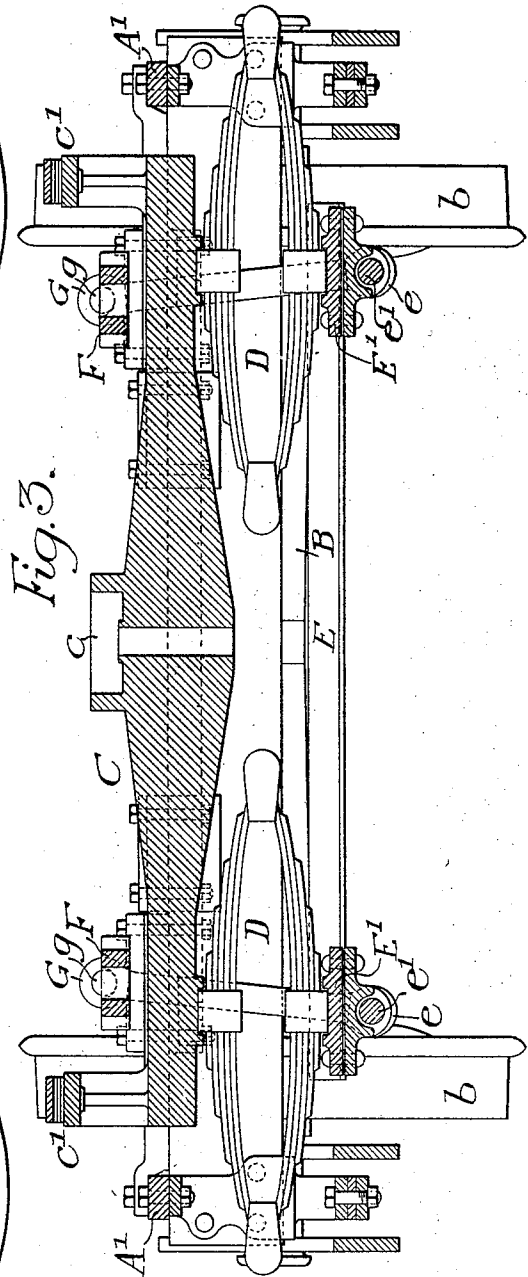
2 SHEETS—SHEET 2.



Witnesses

William H. Rivers.

Augustus B. Oppen



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Heaven & Earth

UNITED STATES PATENT OFFICE.

ANDREW C. VAUCLAIN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE FIRM
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CAR-TRUCK.

946,293.

Specification of Letters Patent.

Patented Jan. 11, 1910.

Application filed October 16, 1908. Serial No. 458,111.

To all whom it may concern:

Be it known that I, ANDREW C. VAUCLAIN, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Car-Trucks, of which the following is a specification.

My invention relates to certain improvements in car trucks.

The object of my invention is to provide a simple and effective means for hanging the bolster on the frame of the truck, and at the same time stiffen the transoms.

My invention also relates to certain details which will be fully described herein-after.

In the accompanying drawings:—Figure 1, is a plan view of my improved truck; Fig. 2, is a sectional view on the line 2—2, Fig. 1; Fig. 3, is a sectional view on the line 3—3, Fig. 1; Fig. 4, is a perspective view of the plate from which the links are hung; and Fig. 5, is a perspective view of one of the links.

A is the frame of the truck consisting of side members A' and transoms A², and corner frames A³ which are bolted to the side frames and the transoms. In the present instance the transoms are in the form of channel bars.

B, B are the axles having wheels *b*. The axles are adapted to boxes *b'* in pedestals formed in the side frames A'.

C is the bolster having a center bearing *c* and projecting side bearings *c'* upon which rests the car body.

D, D are two double elliptical springs which support the bolster. These springs are arranged transversely in respect to the truck, and the major portions of the springs are directly under the bolster.

E is the spring plank having a seat plate E' at each end to support the springs D; under these seat plates are plates provided with lugs *e* forming bearings for the pins *e'*.

Extending from one transom to the other are plates F. In the present instance these plates are mounted upon the corner frames A² and are bolted not only to the corner frames but also to the transoms, and aid materially in stiffening the transoms, holding them rigidly a given distance apart so as to allow the bolster C to work freely in the

space between the transoms. The plates are slotted at *f*, *f* (Fig. 4), and extending through the slots are the links G from which the spring plank E is suspended from the frame. The links are perforated at their lower ends for the passage of the pins *e'* and the pins are secured in these perforations by cotters or other fastenings. At the upper end of each link is a transverse pivot pin *g* which rests in sockets *f'* in the plate F on each side of the slot *f* so that the link is free to rock in these sockets; thus very little machine work is necessary in making this part of the truck, and the parts cannot bind and are accessible in case of repairs.

The usual wear plates *a*, *a* are secured to the inner sides of the transoms in the ordinary manner, so as to take the chafing of the bolster C. In the present instance the bolster extends under the plates F, F, and the side bearing extensions *c'* are mounted on the bolster beyond the plates F.

In some types of trucks the springs can be so designed that the bolster, with its springs, plank, links and plates can be assembled and then dropped into position between the transoms, after which the plates F can be readily attached to the frame.

I claim:—

The combination in a car truck of side frames, transoms extending from one side frame to the other and spaced apart, a bolster mounted in the space between the transoms, a spring plank, double elliptic springs mounted between the spring plank and the bolster, plates on each side of the center of the truck and extending from one transom to the other and rigidly secured to the transoms; slots in the said plates at the ends thereof and near each transom, sockets in the plates on each side of the slots, with links extending through the slots and having pins resting in the sockets, said links being connected at the lower ends to the spring plank.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

ANDREW C. VAUCLAIN.

Witnesses:

JOS. H. KLEIN,
WM. A. BARR.