No. 822,112. PATENTED MAY 29, 1906.

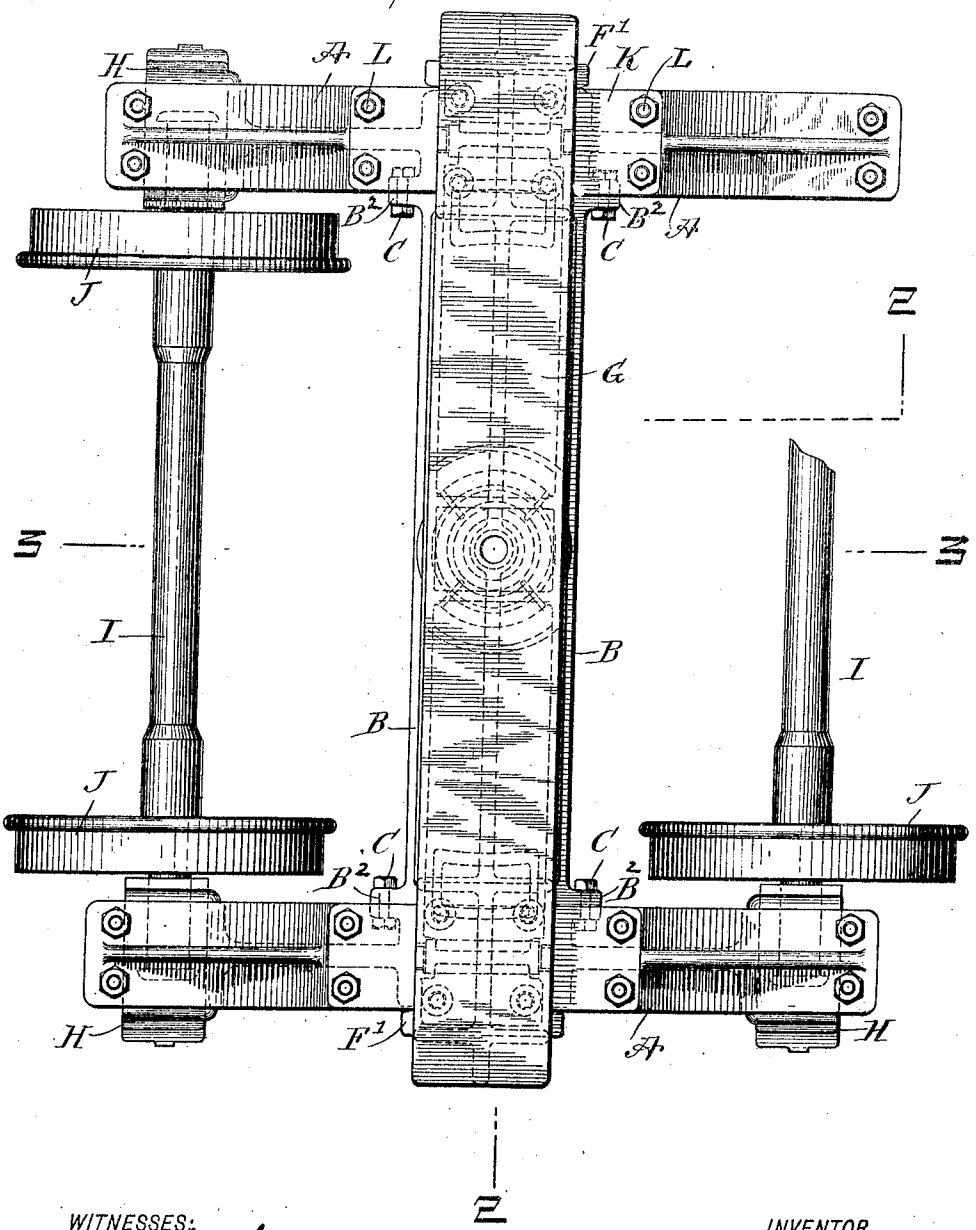
F. GEBHARDT.

METALLIC TRUCK FOR RAILROAD-CARS.

APPLICATION FILED JULY 22, 1905.

3 SHEETS—SHEET 1.

Fig. 1.



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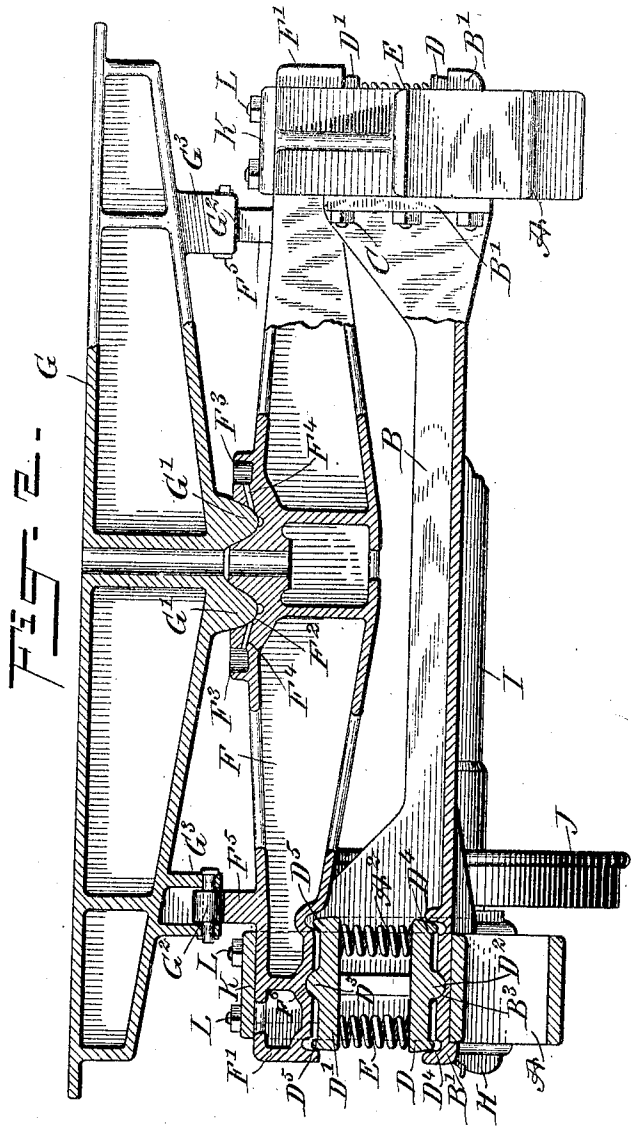
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3 SHEETS—SHEET 2.

FIG. 2.



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3 SHEETS—SHEET 3.

Fig. 3.

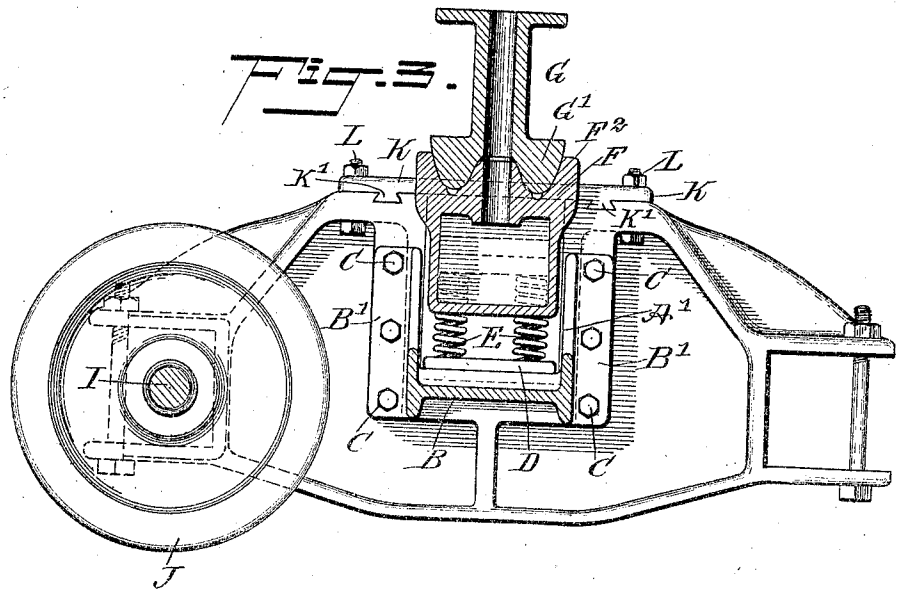


Fig. 4.

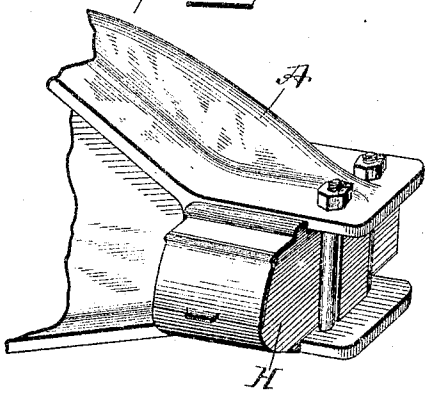
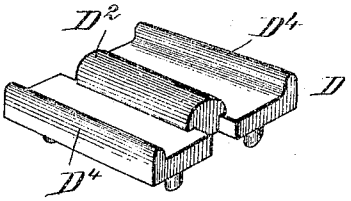


Fig. 5.



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FREDRICH GEBHARDT, OF ALLIANCE, OHIO

METALLIC TRUCK FOR RAILROAD-CARS.

No. 822,112. Specification of Letters Patent. Patented May 29, 1906.

Application filed July 22, 1905. Serial No. 270,787.

To all whom it may concern:

Be it known that I, FREDRICH GEBHARDT, a citizen of the United States, and a resident of Alliance, in the county of Stark and State of Ohio, have invented a new and Improved Metallic Truck for Railroad-Cars, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved metallic truck for railroad-cars formed of comparatively few parts, readily assembled, and arranged to insure an easy riding of the car-body.

The invention consists of novel features and parts and combinations of the same, as will be more fully described hereinafter and pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of the improvement. Fig. 2 is a transverse section of the same on the line 2 2 of Fig. 1. Fig. 3 is a sectional side elevation of the same on the line 3 3 of Fig. 1. Fig. 4 is a perspective view of one end of one of the side frames and its journal-box, and Fig. 5 is a perspective view of one of the spring-seats.

The metallic side frames A A of the truck are rigidly connected with each other by a channel cross-bar B, having flanges B′ fastened by bolts C to the inner faces of the side frames A adjacent to the vertical guideways A′, formed in the side frames A, at the middle thereof, and from the top in a downward direction, as plainly illustrated in the drawings. The cross-bar B has its terminals B^2 extending into and resting on the bottoms of the guideways A′, and on the upper surfaces of the said terminals B^2 are mounted to rock in a transverse direction the seats D, each supporting the lower ends of a number of springs E engaged at their upper ends by a seat D′ similar to the corresponding seat D, and each of the seats D′ is mounted to rock on the under side of the end F′ of the truck-bolster F, provided at its upper surface and at the middle of the bolster with an annular bearing or seat F^2, engaging with the annular pivot G′, formed on the under side of the body-bolster G, secured in the usual manner to the under side of the car-body of the railroad-car.

Each of the side frames A is provided at its outer ends with journal-boxes H, in which are mounted to turn the journals of the axles I, carrying the usual car-wheels J. On the top of the truck-bolster F and adjacent to the annular bearing F^2 are formed grease-cups F^3, adapted to contain a suitable lubricant, and from the bottom of each grease-cup F^3 lead apertures F^4 to the seats F^2, so as to supply the same with the necessary lubricant to properly lubricate the pivot G′ in its seat F^2. On the top of the truck-bolster F are also formed the track-surfaces F^5, on which are mounted to travel friction-rollers G^2, journaled in lugs G^3, depending integrally from the under side of the body-bolster G, as plainly shown in Fig. 2.

The spring-seats D D′ and the terminals B^2 and F′ of the cross-bar B and the truck-bolster F are provided at their side edges with recesses engaging vertically-disposed ribs A^2, arranged integrally on the side walls of the guideway A′, and the terminal F′ of the truck-bolster F is limited in its upward movement by a yoke K, extending across the top of the guideway A′ and secured by bolts L to the top of the side frames A, as plainly indicated in Figs. 1, 2, and 3. Each of the yokes K is provided at its under side with transversely-extending dovetail tongues K′, engaging correspondingly-shaped dovetail grooves in the upper faces of the side frames A. Each of the spring-seats D D^2 is provided at its middle with a longitudinally-extending half-round pivot D^2 D^3, engaging seats of bearings B^3 F^6, formed in the corresponding terminals B^2 and F′. The spring-seats D and D′ are also provided at their front and rear ends with short flanges D^4 D^5 to limit the rocking movement of the said seats by abutting against the corresponding faces of the terminals B^2 and F′.

From the foregoing it will be seen that the truck is formed of comparatively few parts which can be readily assembled and constitute an exceedingly strong and durable truck. By mounting the body-bolster G on the truck-bolster F in the manner described all friction is reduced to a minimum, and hence the cars provided with the improved trucks can readily run around curves without undue friction between the truck-bolster and the car-bolster. It will also be noticed that by having the spring-seats D D′ mounted to rock in a transverse direction the side frames and truck-bolster F are relieved of undue strain.

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

1. A metallic truck for railroad-cars comprising a pair of side frames having vertical guideways, a cross channel-bar rigidly connecting the side frames with each other and having its terminals seated in the bottoms of the said guideways, a truck-bolster having its ends extending into the said guideways, spring-seats mounted to rock transversely on the terminals of the said cross-bar and under the ends of the said truck-bolster and springs interposed between the said seats.

2. A metallic truck for railroad-cars comprising a pair of side frames having vertical guideways, a cross channel-bar rigidly connecting the side frames with each other and having its terminals seated in the bottoms of the said guideways, a truck-bolster having its ends extending into the said guideways, spring-seats mounted to rock transversely on the terminals of the said cross-bar under the ends of the said truck-bolster and springs interposed between the said seats, and a body-bolster mounted to turn on the said truck-bolster and having friction-rollers mounted to travel on track-surfaces formed on the top of the truck-bolster.

3. A metallic truck for railroad-cars comprising a pair of side frames having vertical guideways, a cross channel-bar rigidly connecting the side frames with each other and having its terminals seated in the bottoms of the said guideways, a truck-bolster having its ends extending into the said guideways, spring-seats mounted to rock transversely on the terminals of the said cross-bar and under the ends of the said truck-bolster and springs interposed between the said seats, and yokes secured to the side frames and extending over the guideways to close the same and limit the upward movement of the truck-bolster.

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

FREDRICH GEBHARDT.

Witnesses:

HARRY C. KASHNER,

JEROME BOYLE.