

(No Model.)

E. G. GIBSON.
CAR TRUCK.

No. 517,744.

Patented Apr. 3, 1894.

Fig. 1.

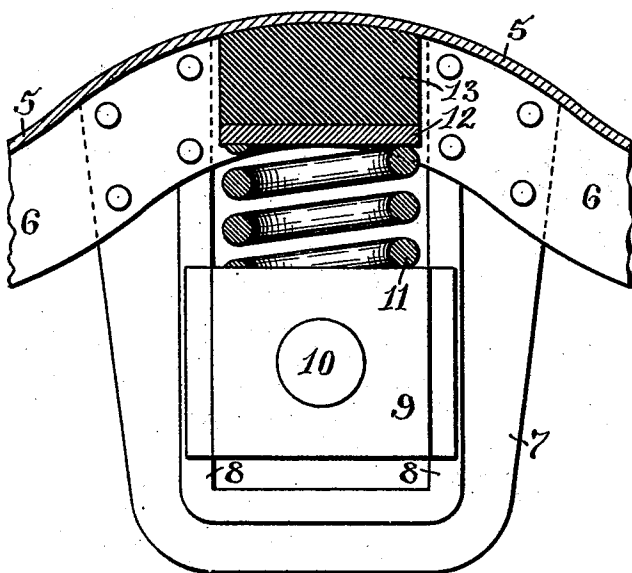
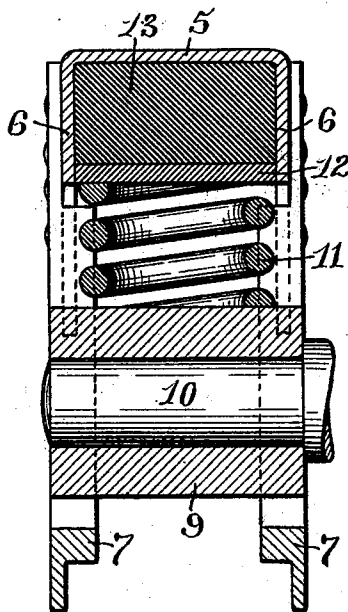


Fig. 2.



WITNESSES:

Henry J. Miller
Chas. H. Luther Jr.

INVENTOR:

Everett G. Gibson
by Joseph F. Miller & Co.,
Attys.

UNITED STATES PATENT OFFICE.

EVERETT G. GIBSON, OF PROVIDENCE, RHODE ISLAND, ASSIGNOR OF ONE-HALF TO EDGAR G. DUFFEE, OF SAME PLACE.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 517,744, dated April 3, 1894.

Application filed November 20, 1893. Serial No. 491,445. (No model.)

To all whom it may concern:

Be it known that I, EVERETT G. GIBSON, of Providence, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Car-Trucks; and I hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification.

This invention has particular reference to improvements in that portion of a car-truck in which the wheel-shaft is journaled.

The object of the invention is to so construct this portion of a car-truck that the transmission of vibration from the journal-box to the truck-frame is greatly reduced.

Another object of the invention is to provide the truck with an improved buffer located between the spring of the journal-box and the truck-frame.

The invention consists in the peculiar construction of the truck-frame and the journal-box yoke, and the combination therewith of the journal-box, the coiled-spring supported on the journal-box and the peculiar buffer located in the frame and adapted to receive the thrust of the coiled-spring.

The invention also consists in such other novel features of construction and combination of parts as will hereinafter be more fully described and pointed out in the claim.

Figure 1 represents a side elevation, partly in section, of a portion of the truck-frame showing the improved construction. Fig. 2 is a vertical cross-sectional view of the same.

Similar numbers of reference designate corresponding parts throughout.

In carrying my invention into effect I construct a truck-frame having upwardly-curving side-frames formed with an upper plate 5 and side-plates 6—6 bent downward from the upper plate,—to the side-plates 6—6 are se-

cured the depending-yokes 7—7 having inner guides 8—8 in which the journal-boxes 9 are vertically movable, the ends 10 of the axle, or shaft, on which the wheels are mounted being journaled in these boxes. On the upper surface of the journal-box rests the coiled-spring 11 the upper end of which bears against the metal bearing-plate 12, and interposed between the bearing-plate 12 and the inner surface of the plate 5 is a buffer 13 formed of elastic material, generally rubber, this buffer is shaped to fit between the side-plates 5—5 which serve to limit its side expansion while it is allowed to freely expand lengthwise. In actual practice it is found that this buffer serves to greatly reduce the vibration of the coiled-spring occasioned by the irregularities of the track or of the wheel, the plate 12 also serves to receive the thrust of the spring preventing undue wear being brought on the buffer.

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

The combination with a side-frame having the upper plate 5 and the side-plates 6—6 integral therewith, and the yokes 7—7 depending from the side-plates and having guides 8—8, of the journal-boxes 9 movable in said guides, the coiled-spring 11 supported on the journal-box, the plate 12 bearing on the upper end of the spring, and the elastic buffer 13 interposed between the plate 12 and the plate 5 and adapted to fit between the plates 6—6, as described.

In witness whereof I have hereunto set my hand.

EVERETT G. GIBSON.

Witnesses:

JOSEPH A. MILLER, Jr.,
M. F. BLIGH.