May 5, 1925. 1,536,137

H. C. PRIEBE

RAILROAD CAR TRUCK

Filed Feb. 12, 1924 2 Sheets-Sheet 1

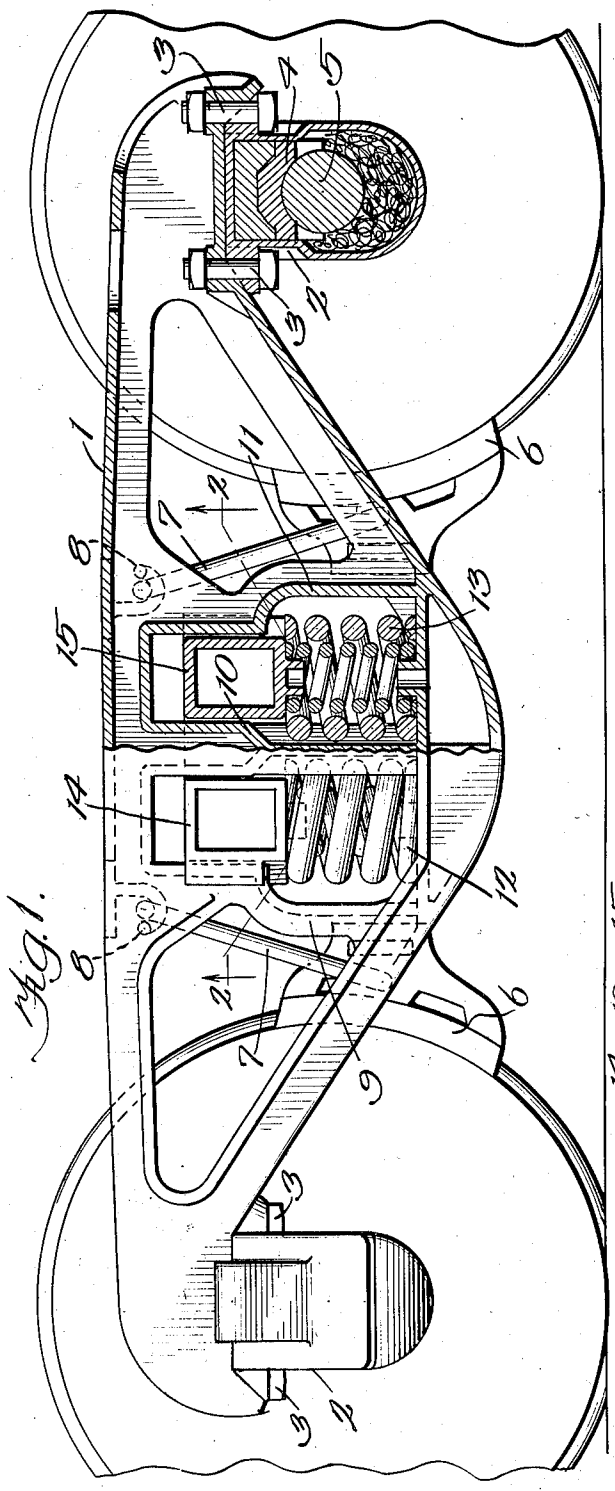


Fig. 1.

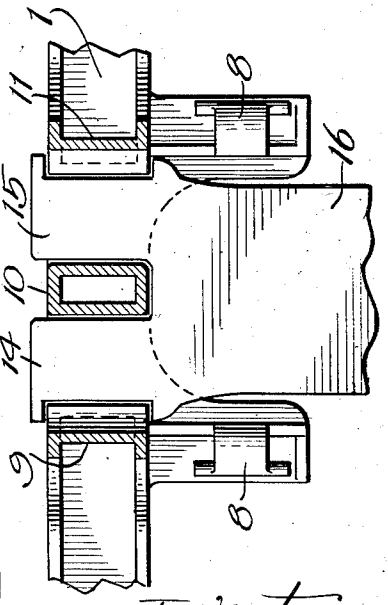


Fig. 2.

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Attg.

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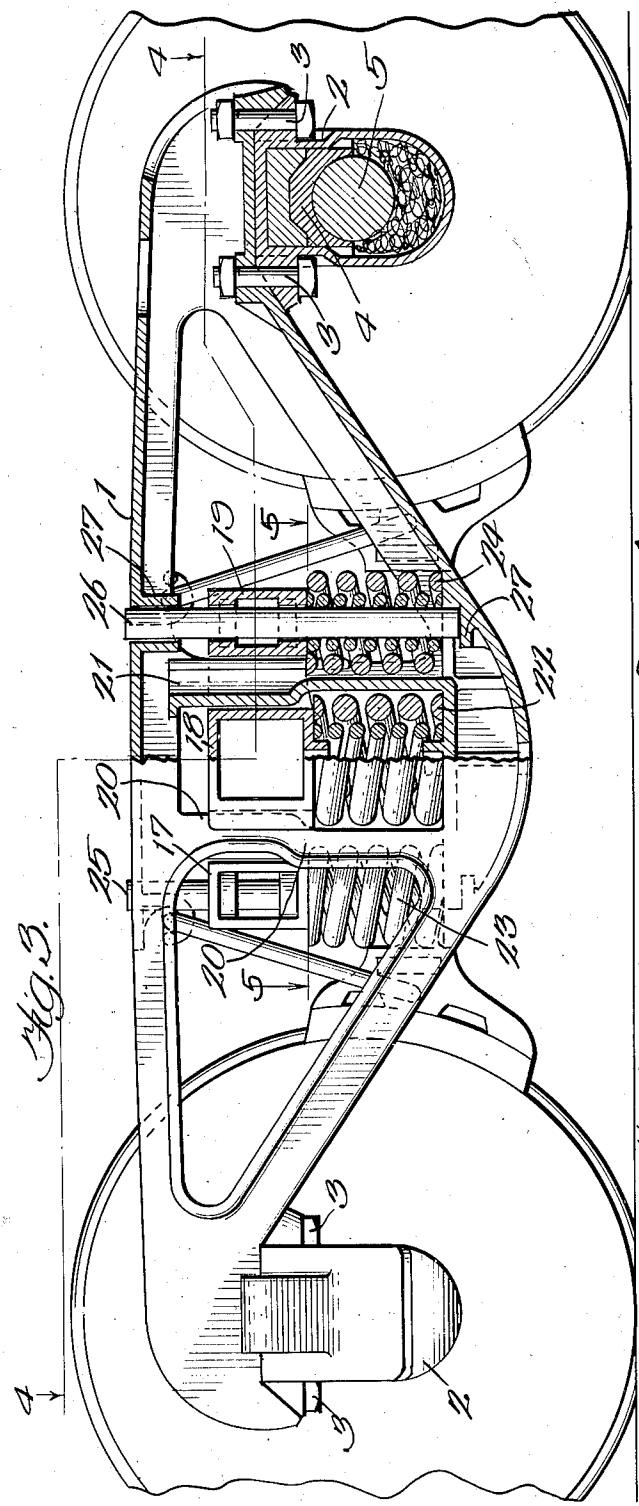


Fig. 3.

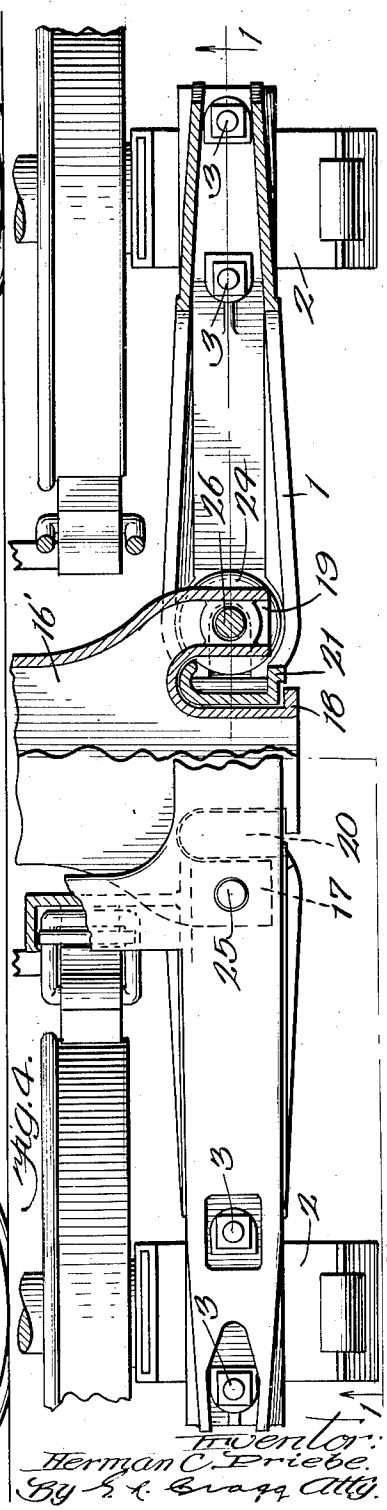


Fig. 4.

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By S. L. Bragg Atty.

Patented May 5, 1925. 1,536,137

UNITED STATES PATENT OFFICE.

HERMAN C. PRIEBE, OF BLUE ISLAND, ILLINOIS.

RAILROAD-CAR TRUCK.

Application filed February 12, 1924. Serial No. 692,367.

To all whom it may concern:

Be it known that I, HERMAN C. PRIEBE, a citizen of the United States, residing at Blue Island, in the county of Cook and the State of Illinois, have invented a certain new and useful Improvement in Railroad-Car Trucks, of which the following is a full, clear, concise, and exact description.

My invention relates to car trucks and resides in an improved formation of the truck bolsters thereof and an improved inter-relation of the truck bolsters with the truck side frames and bolster supporting springs.

In carrying out the invention the side frames of the truck have, each, an upright bar, and the truck bolster is forked at each end, this bar of each side frame being received in the space between the fork branches of the adjacent bolster end. In the preferred embodiment of the invention each side frame has three such upright bars spaced apart longitudinally of the truck and joined at their upper and lower ends with their frames. The truck bolster is preferably forked into two branches at each end, the middle upright bar of each side frame being received between the fork branches of the adjacent bolster end and these bolster branches being received in the spaces between the adjacent upright bars. These upright bars thus constitute bolster guide bars and upright members of the side frames. The bolster supporting springs are located below the bolsters and preferably in the spaces between the upright bars of the side frames.

The invention will be more fully explained in connection with the accompanying drawings in which Fig. 1 is a side view illustrating the preferred embodiment of the invention, parts being shown in section; Fig. 2 is a sectional view on line 2—2 of Fig. 1; Fig. 3 is a side view of a modified form, parts being shown in section: and Fig. 4 is a sectional view on line 4—4 of Fig. 3.

Like parts are indicated by similar characters of reference throughout the different figures.

The car truck illustrated includes two side frames 1 each formed in a single casting though the invention is not to be thus limited. The journal boxes 2 are secured to the ends of the frames by means of assembling bolts 3. These journal boxes enclose bearing blocks 4 that bear upon the car axles 5. The brakes 6 are suspended by means of hangers 7 from the hanger supports 8 that form the subject matter of another application, Serial No. 692,371, filed February 12, 1924.

In the preferred embodiment of the invention illustrated in Figs. 1 and 2, each side frame 1 has three upright bolster guide bars 9, 10 and 11 spaced apart longitudinally of the truck sufficiently to receive the truck bolster supporting springs 12 and 13 in the lower part of the side frame and the adjacent fork branches 14, 15 of the truck bolster 16 that rest upon the springs. These bars are desirably joined at their upper and lower ends with the side frames to which they are individual so as to constitute upright frame members as well as guide bars for the truck bolster.

In the modification shown in Figs. 3 and 4 the truck bolster 16′ there shown is forked into three branches 17, 18 and 19 at each of its ends. There are but two upright bolster guide bars 20, 21 for each side frame joined at their upper and lower ends with their frame and spaced apart longitudinally of the truck sufficiently to receive the middle truck bolster portion 18 adjacent thereto and the truck bolster supporting spring 22 that underlies this truck bolster portion. The truck bolster portions 17, 19 at each end of the truck bolster are supported by the springs 23, 24 between which the bars 20, 21 are disposed. Upright aligned pins 25, 26 project through the truck bolster portions 17, 19 and the coil springs 23, 24 at each side of the truck. These aligned pins are received in the sockets 27 of corresponding side frames.

The truck bolster guide 10 in the construction of Figs. 1 and 2 takes the thrusts of the bolster longitudinally of the truck in each direction. In the structure of Figs. 3 and 4, the bolster guide 21 takes the bolster thrusts of one direction and the bolster guide 20 takes the bolster thrusts of the other direction, as is also respectively true of the bars 9 and 11 in the structure of Figs. 1 and 2.

It is obvious that changes may be made without departing from the spirit of my invention.

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

1. A car truck including the side frames

thereof, each having three upright bars spaced apart longitudinally of the truck; a truck bolster extending between said frames and forked into two branches at each end, the middle bars being between the fork branches of the bolster ends adjacent thereto and said fork branches being between the adjacent middle bars and the bars upon the sides of the middle bars; and springs carried by said side frames and in supporting relation to the bolster.

2. A car truck including the side frames thereof, each having three upright bars spaced apart longitudinally of the truck, each bar being joined at its upper and lower ends with the frame to which it is individual; a truck bolster extending between said frames and forked into two branches at each end, the middle bars being between the fork branches of the bolster ends adjacent thereto and said fork branches being between the adjacent middle bars and the bars upon the sides of the middle bars; and springs carried by said side frames and in supporting relation to the bolster.

3. A car truck including the side frames thereof, each having three upright bars spaced apart longitudinally of the truck; a truck bolster extending between said frames and forked into two branches at each end, the middle bars being between the fork branches of the bolster ends adjacent thereto and said fork branches being between the adjacent middle bars and the bars upon the sides of the middle bars; and springs carried by said side frames beneath the branches of the forked ends of the bolster and there in supporting relation thereto.

4. A car truck including the side frames thereof, each having three upright bars spaced apart longitudinally of the truck, each bar being joined at its upper and lower ends with the frame to which it is individual; a truck bolster extending between said frames and forked into two branches at each end, the middle bars being between the fork branches of the bolster ends adjacent thereto and said fork branches being between the adjacent middle bars and the bars upon the sides of the middle bars; and springs carried by said side frames beneath the branches of the forked ends of the bolster and there in supporting relation thereto.

5. A car truck including the side frames thereof, each having three guide bars arranged longitudinally of the truck and a bolster arranged between the outer guide bars upon each truck frame and formed with a passage at each end, the middle guide bars passing through the passages in the truck bolster ends.

In witness whereof, I hereunto subscribe my name.

HERMAN C. PRIEBE.