C. J. W. CLASEN.

CAR TRUCK.

APPLICATION FILED JULY 3, 1913.

1,178,490.

Patented Apr. 11, 1916.

2 SHEETS—SHEET 1.

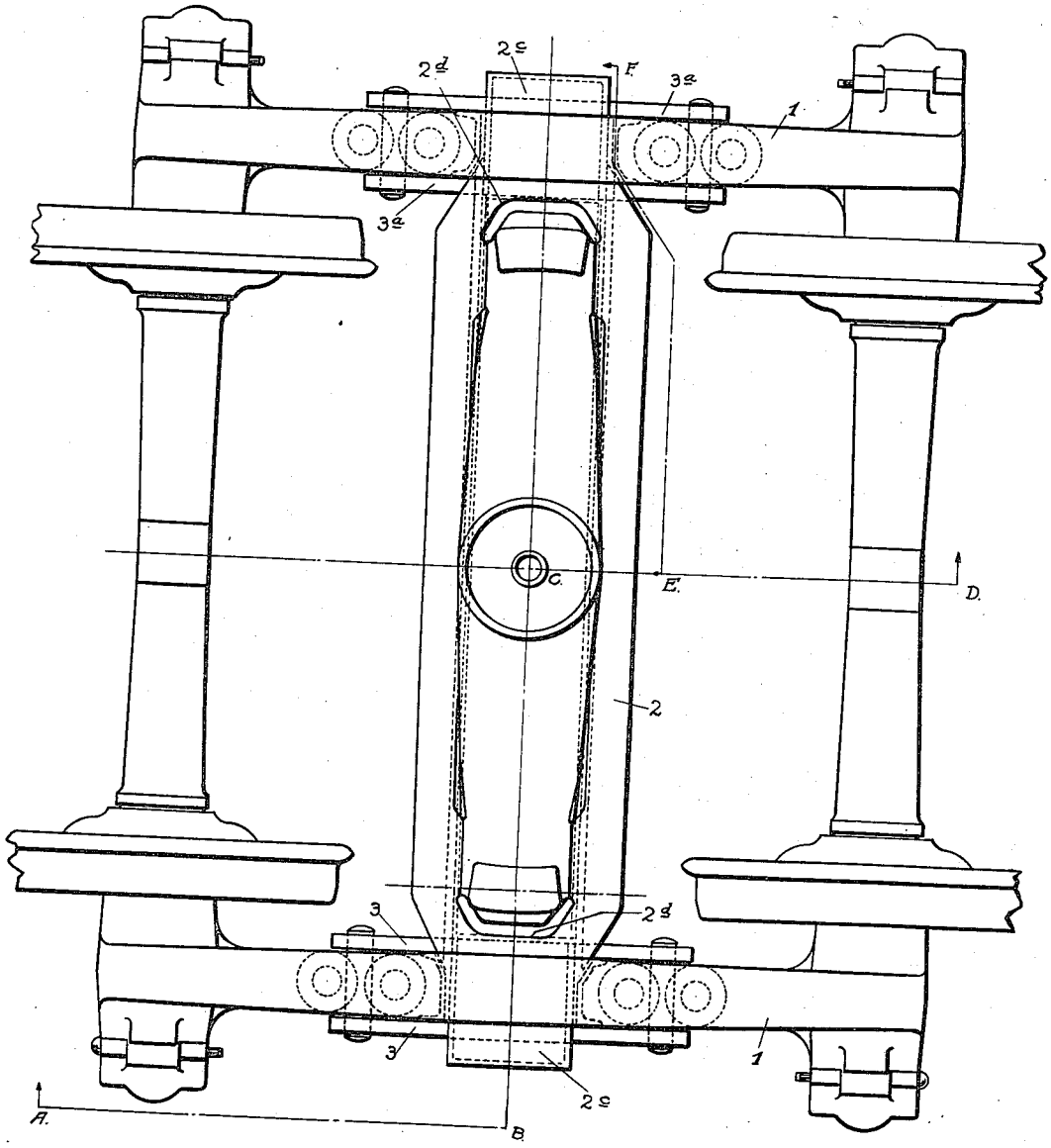


Fig. 1.

Witnesses.
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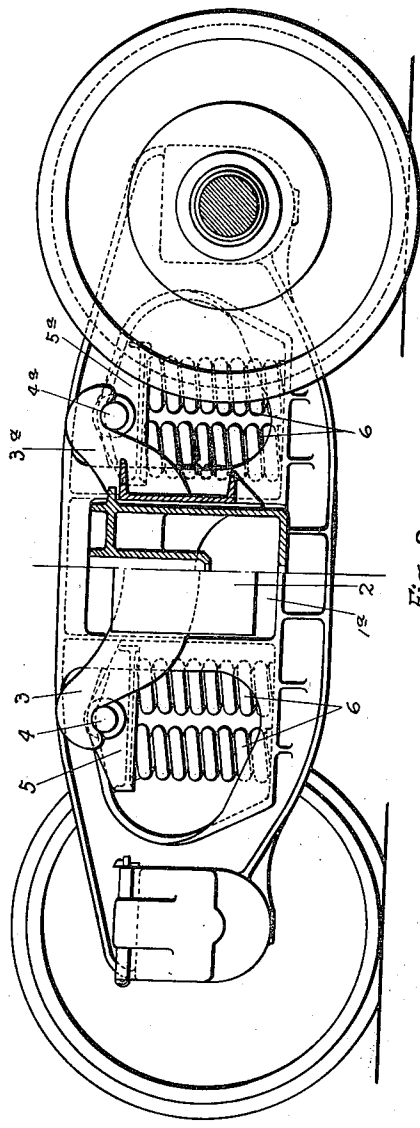


Fig. 2

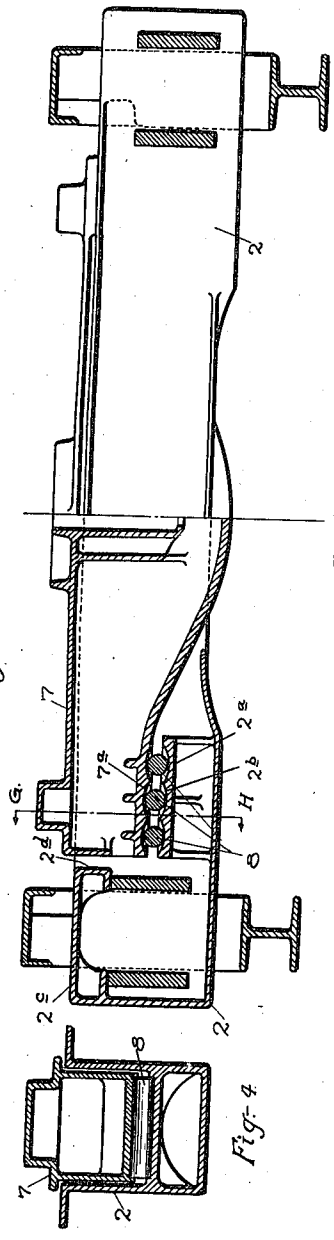


Fig. 3

Fig. 4

Witnesses.

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UNITED STATES PATENT OFFICE.

CLAUS J. WERNER CLASEN, OF DAVENPORT, IOWA, ASSIGNOR TO THE BETTENDORF COMPANY, OF BETTENDORF, IOWA, A CORPORATION OF IOWA.

CAR-TRUCK.

1,178,490. Specification of Letters Patent. Patented Apr. 11, 1916.

Application filed July 3, 1913. Serial No. 777,191.

To all whom it may concern:

Be it known that I, CLAUS J. WERNER CLASEN, a citizen of the United States of America, and resident of Davenport, Scott county, Iowa, have invented a certain new and useful Improvement in Car-Trucks, of which the following is a specification.

My invention relates to improvements in car trucks and has special reference to that type generally known as swing motion trucks, wherein the truck bolster has no direct engagement with the side frames and it, together with its superimposed load are capable of a limited lateral movement with relation to the truck; and has for its object the adaptation of a lateral motion bolster to a truck having a transom yieldingly supported by the side frames such as referred to in my copending application Serial No. 777,190 filed July 3rd, 1913, and another object is to provide a structure of this character in which the entire truck is assembled and maintained in operative position without the use of bolts or rivets and which can be assembled or dismantled at any place or at any time without the use of special tools or appliances. These and other objects which will more fully hereinafter appear, I attain by the mechanism illustrated in the accompanying drawings in which—

Figure I is a top plan view of my improved truck; Fig. II is a side elevation partly in section, taken on line A. B. C. D. of Fig. I; Fig. III is an elevation, partly in section, taken on line B. C. E. F. of Fig. I; Fig. IV is a vertical section taken on line G. H. of Fig. III.

Similar reference characters refer to similar parts throughout the several views.

The transom 2 yieldingly supported at its ends in the central opening 1^a of the side frames 1 by the carriers 3 which rest on the springs 6 through the medium of the trunnions 4 extending laterally from the spring caps 5, is thoroughly described in my copending application above refererd to and no further explanation is deemed necessary.

Instead of mounting the bolster 7 on springs supported by the transom as shown in the above mentioned copending application, it is supported on the seats 2^a formed on the floor of the box-like transom 2 near its ends and just inside of the side frames. The upper faces of these seats are provided with a number of concave bearing surfaces 2^b and the under side of the bolster at its ends is provided with similar surfaces 7^a. Between these surfaces are the rollers 8 taking the direct weight of the bolster and its superimposed load. The transom is of box-like construction open at the top except at each end for a short distance as indicated by the surface 2^c. The distance between the inner faces 2^d of the surface 2^c defines the limits of lateral movement of the bolster 7 which is of a length less than the length of the top opening in the transom.

Having thus described my invention what I claim as new is:

1. In a car truck, the combination with side frames each having journal boxes at their ends, a transom separably attached to and yieldingly supported by said side frames at points distant from the center thereof, and a bolster supported by said transom, capable of endwise movement relative thereto.

2. In a car truck, the combination with side frames having journal boxes at their ends, a transom opening in said side frames mediate said journal boxes, a transom, means carried by said side frame at points distant from said transom opening adapted to separably and yieldingly support the ends of said transom in said opening, a bolster, disposed wholly between the side frames capable of lateral movement relative thereto.

3. In a car truck, the combination with side frames, a transom separably attached to and yieldingly supported by said side frames, concave bearing surfaces in said transom, a bolster having concave bearing surfaces at each end and opposed to the concave bearing surfaces in the transom, rollers interposed between said concave bearing surfaces.

4. In a car truck, the combination with side frames, each having journal boxes at the ends thereof; a transom opening mediate the said journal boxes; load carrying springs applied to the side frames at each side of said transom opening; transom supporting and guiding bars engaging the transom and resting on said load carrying springs; roller seats and rollers in said transom; a bolster provided with roller seats and resting on said transom rollers.

5. In a car truck, the combination with side frames each having journal boxes at their ends; a transom opening mediate said

journal boxes; a pair of load carrying springs on each side of said opening arranged longitudinally of the side frames in the plane of the web thereof; spring caps on said springs provided with laterally extending trunnions; pairs of transom supporting and guiding bars supported at their ends by said trunnions and on both sides of said side frames; a longitudinally movable bolster supported by and maintained in operative position by said transom.

Signed by me at Davenport, Iowa, this 28th day of June, 1913.

CLAUS J. WERNER CLASEN.

Witnesses:
W. G. LUOYLE,
H. REGENNITTER.