

(No Model.)

A. B. DU PONT.
CAR TRUCK.

No. 487,518.

Patented Dec. 6, 1892.

Fig. 1.

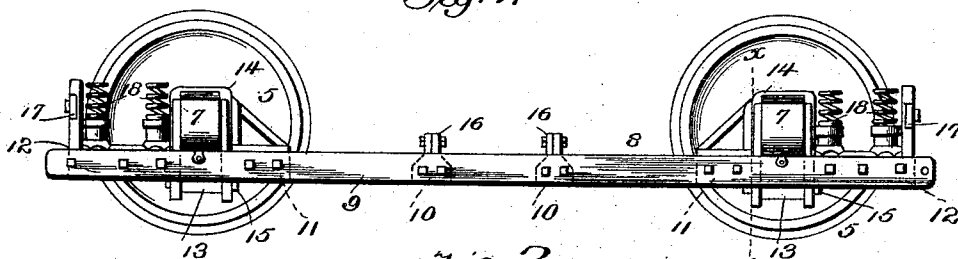


Fig. 2.

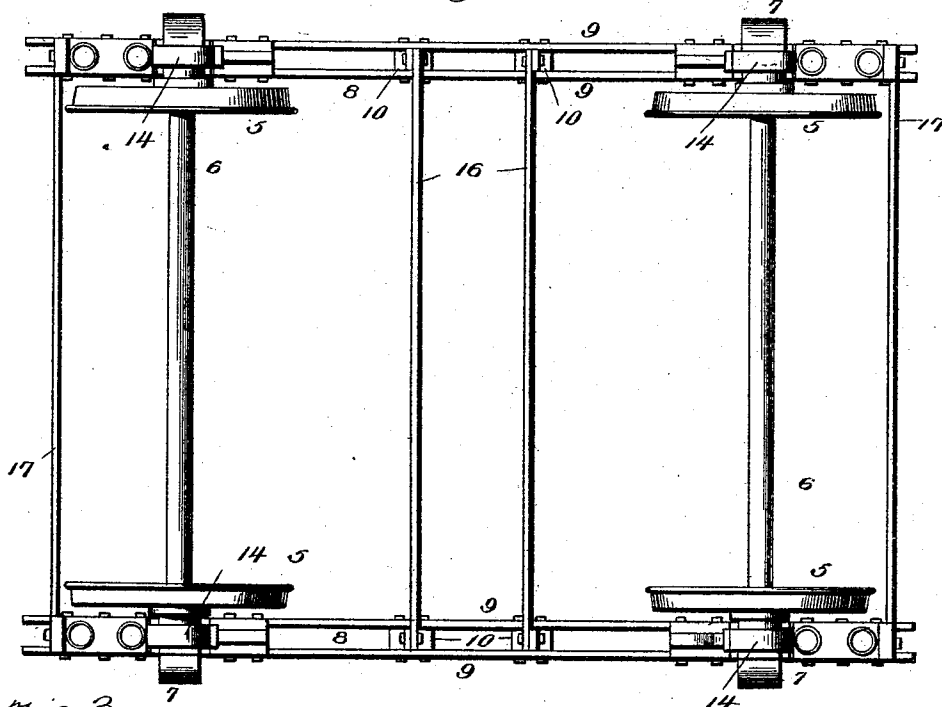


Fig. 3.

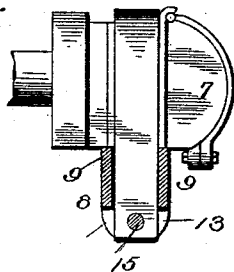
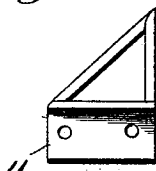


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 487,518, dated December 6, 1892.

Application filed August 30 1892. Serial No. 444,559. (No model.)

To all whom it may concern:

Be it known that I, ANTOINE B. DU PONT, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Railway-Car Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates in general to railway-car trucks, and more particularly to that class of street-car trucks which are adapted to be propelled by some kind of motor carried on the truck; and the object of the invention is to produce a truck-frame of great strength and extreme simplicity and one from which the supporting-wheels and their axles may be removed quickly and with ease.

To this end my invention consists in the construction and combination of parts forming a railway-car truck, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a car-truck according to my invention. Fig. 2 is a plan or top view of the same. Fig. 3 is a transverse vertical section of one side of the truck-frame at *x* of Fig. 1. Fig. 4 is a side view of an axle-brace.

5 represents the truck-wheels, 6 their axles, and 7 their journal-boxes, all of which may be of any usual or preferred construction.

8 represents the equalizing-bars whose construction, location, and attachments constitute the main features of this invention. Each equalizing-bar comprises a pair of straight stiff rods 9 9, of bar-iron, placed a little distance apart side by side, and a series of blocks 10 11 12 13 placed between the bars and rigidly secured by means of bolts passing through both bars and blocks.

14 represents a clip in the shape of an inverted U.

The boxes 7, with the wheels' axles 6 therein, are to be placed upon the blocks 13. Then the ends of the clips 14 are to be passed over the boxes and down through the space between the rods 9, and bolts or keys 15 are to be driven tightly through the projecting ends of the clips below the blocks 13. To free the wheel-axles ready for removal, nothing has to be done but to drive out the keys 15 and the clips 14. Then the wheels and axles

may be lifted out of the truck-frame. The blocks 10 extend above the equalizing-bars to serve as lugs, to which the cross-bars 16 are firmly attached. The blocks 12 extend up a little higher than the axle, and the cross-bars 17 are attached thereto outside of the wheels, serving as supports for the brakes.

The blocks 11 extend up between the axles to serve as abutments to support the axles against the thrust of the brakes.

18 represents common springs resting upon the blocks of the equalizing-bars 8 to support the body of the car, as usual.

Whatever style of motor may be used is to be attached to the cross-bars. It may be seen that this truck has been designed for great strength in little space, with few and simple parts, and with the greatest facility for fixing the wheel-axles and their bearings upon the truck, and for removing the same quickly when it may be required.

Having thus fully described my invention, what I believe to be new, and desire to secure by Letters Patent, is the following:

1. The combination, in a railway-car truck, of a pair of equalizing-bars, each comprising two parallel rods and a series of blocks fixed between them, axle-bearings fitted to rest on top of the said bars, and inverted-U-shaped clips fitting over the bearings and passing down between the pairs of rods at each side of a fixed block, and a bolt or key through the ends of each clip beneath and binding upon the said block, substantially as described.

2. The combination, in a railway-car truck, of a pair of equalizing-bars, each comprising two parallel rods and a series of blocks fixed between them, axle-bearings fitted to rest on top of said bars and to be secured thereto, that one of the said blocks next to each bearing and between the bearings having an upward projection serving as a brace to the bearing, and a block at the outer side of each bearing having an upward projection, and a cross-bar attached thereto as a support for a brake, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ANTOINE B. DU PONT.

Witnesses:

WALTER S. ADAMS,
VERNER MARQUISS.