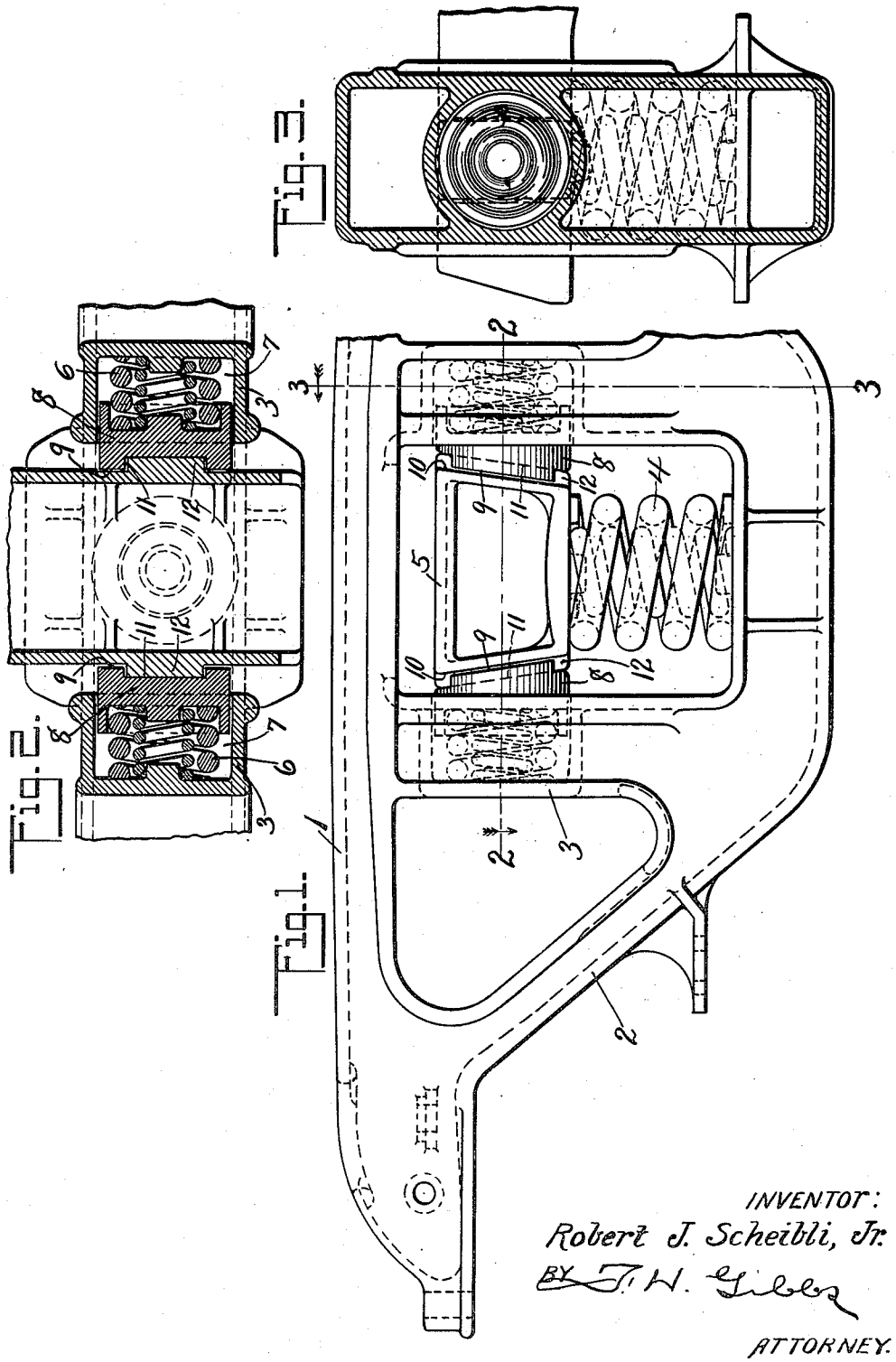
Apr. 24, 1923. 1,452,529

R. J. SCHEIBLI, JR

CAR TRUCK

Filed Nov. 4, 1921



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Patented Apr. 24, 1923. 1,452,529

UNITED STATES PATENT OFFICE.

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CAR TRUCK.

Application filed November 4, 1921. Serial No. 512,797.

To all whom it may concern:

Be it known that I, ROBERT J. SCHEIBLI, Jr., residing at St. Louis, county of St. Louis, Missouri, and being a citizen of the United States, have invented certain new and useful Improvements in a Car Truck, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and to use the same, reference being had to the accompanying drawings, which illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof within the scope of the claims will occur to persons skilled in the art.

In said drawings:

Fig. 1 is a side elevation of a part of a car truck side frame showing my invention applied thereto;

Fig. 2 is a section taken on the line 2—2 of Fig. 1; and

Fig. 3 is a section taken on the line 3—3 of Fig. 1.

It is the object of my invention to provide an improved means for supporting and guiding the truck bolster and for cushioning the blows between the bolster and the side frames of the truck when in service.

While I have shown my invention applied to a car truck having integral side frames it is to be understood that the top member 1, bottom member 2 and pedestals 3 may be of any usual or suitable construction and joined in any suitable manner. In addition to the vertically placed springs 4 carried on the bottom member 2, which are, in this case, designed to support the bolster 5 when the car is empty, there are provided horizontally placed springs 6 seated in recesses 7 in the pedestals 3. Mounted for reciprocation in the recesses 7 are the spring caps 8 which enclose the outer ends of the springs 6 and are provided with inclined surfaces 9 adapted to co-operate with the inclined surfaces 10 on the bolster 5. In each surface 9 there is a groove 11 adapted to receive a tongue 12 formed on the surface 10 on the bolster 5 so that the spring caps 8 will prevent longitudinal movement of the bolster.

When the car is in service and is unloaded the weight on the bolster 5 will be insufficient to depress the springs 4 far enough to cause the inclined surfaces on the bolster 5 to force back the spring caps 8 and compress the springs 6 so the springs 6 will act only to oppose transverse movements of the bolster. When the car is loaded the springs 4 will be depressed by the weight on the bolster 5 and the inclined surfaces 10 on the bolster will force back the spring caps 8 and compress the springs 6 so that the springs 6 will contribute to the support of the bolster 5 as well as keep it from moving transversely.

What I claim is:

1. In a car truck, a bolster, yielding supporting means for said bolster and yielding means opposing transverse movements of said bolster, said yielding supporting means relieving said yielding means of the bolster load when the car is unloaded.

2. In a car truck, a bolster, yielding supporting means for said bolster and yielding means opposing transverse movements of said bolster adapted to aid in supporting said bolster.

3. In a car truck, a bolster, yielding supporting means for said bolster and supplementary supporting means for said bolster rendered operative to support said bolster by a predetermined movement of said bolster, said supplementary supporting means being adapted to oppose transverse movements of said bolster.

4. In a car truck, a side frame having recessed pedestals, a bolster, springs mounted on said side frame adapted to support said bolster and springs in said recesses adapted to oppose transverse movements of said bolster and intermittently support said bolster.

5. In a car truck, a side frame having recessed pedestals, a bolster, springs mounted on said side frame adapted to support said bolster and springs in said recesses adapted to aid in supporting said bolster.

6. In a car truck, a side frame having recessed pedestals, a bolster, springs mounted on said side frame adapted to support said bolster and supplementary supporting springs mounted in said recesses operative upon a predetermined movement of said bolster, said supplementary supporting springs being adapted to oppose transverse movements of said bolster.

7. In a car truck, a side frame having re-

cessed pedestals, a bolster, springs carried by said side frame adapted to support said bolster, supplementary springs in said recesses, spring caps engaging said supplementary springs and co-operating inclined faces on said bolster and spring caps.

8. In a car truck, a side frame having recessed pedestals, a bolster, springs mounted in said recesses and intermittently supporting said bolster and caps for said springs engaging said bolster.

9. In a car truck, a bolster and yielding means intermittently supporting said bolster adapted to guide said bolster.

10. In a car truck, a bolster and yielding means intermittently supporting said bolster adapted to guide said bolster and oppose transverse movements of said bolster.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

ROBERT J. SCHEIBLI, JR.

Witnesses:

E. EYERMANN,

E. D. CAMPBELL.