

No. 833,895.

PATENTED OCT. 23, 1906.

W. G. PRICE.
CAR TRUCK.

APPLICATION FILED SEPT. 10, 1904.

2 SHEETS—SHEET 1.

Fig. 3.

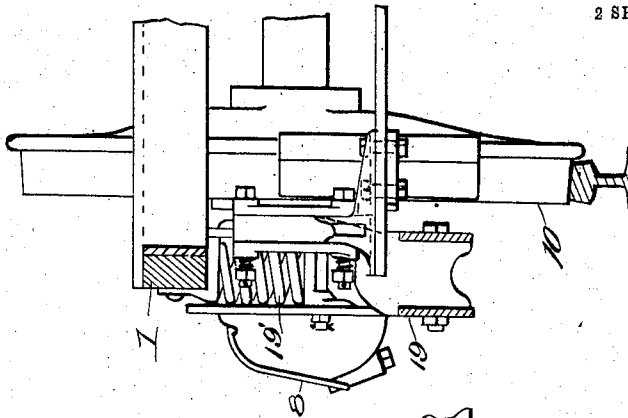
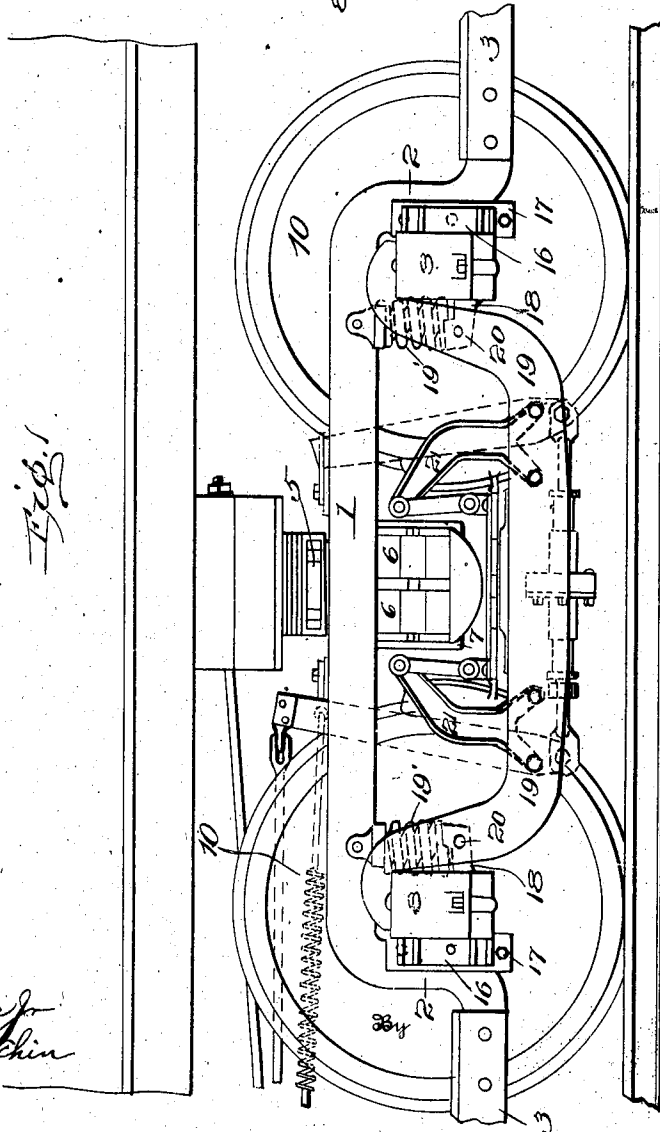


Fig. 1.



Witnesses
J. M. Fowler Jr.
Edgar M. Kitchin

Inventor
William G. Price,
Mason G. G. G. G. G.
His Attorney.

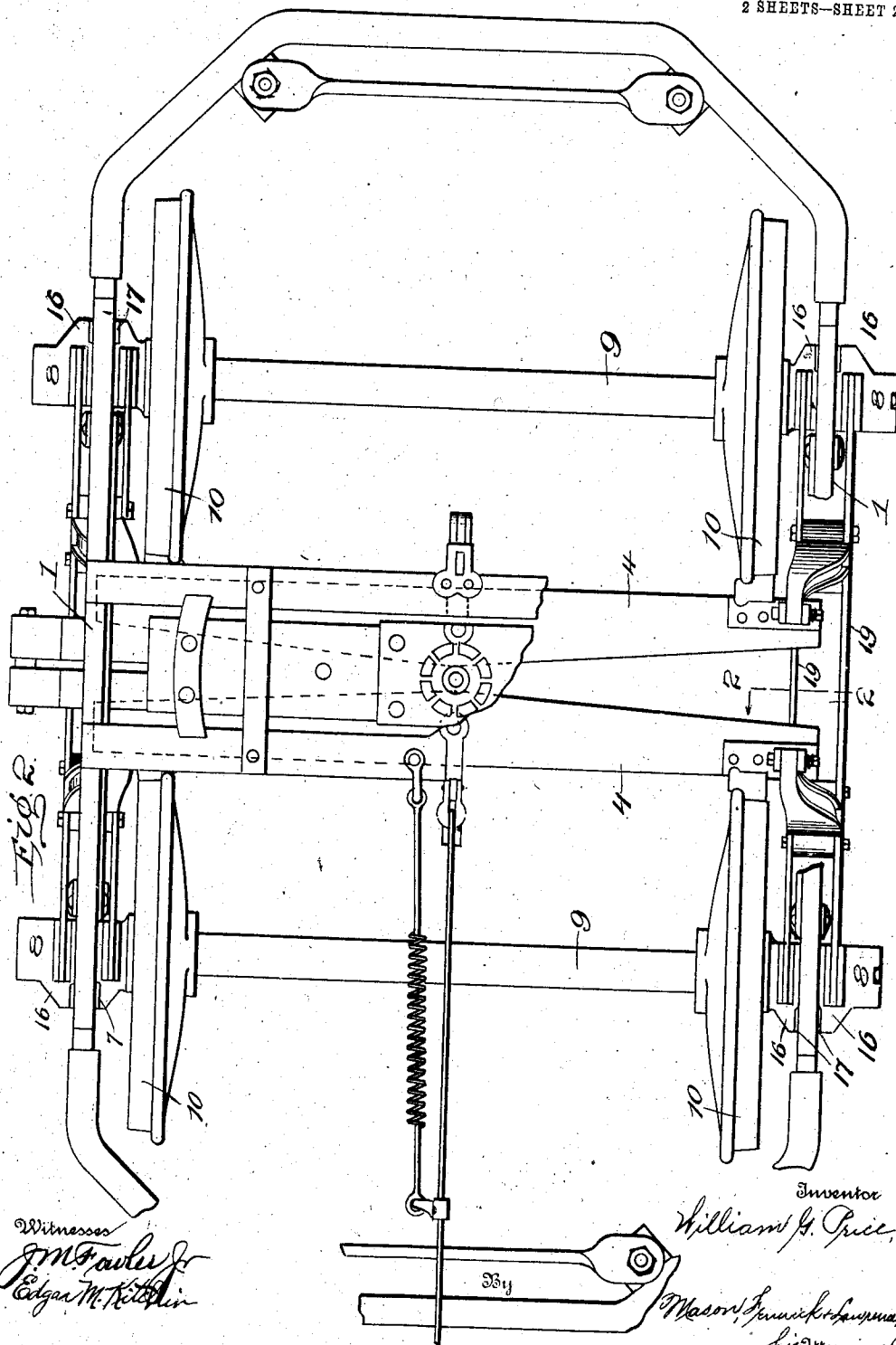
No. 833,895.

PATENTED OCT. 23, 1906.

W. G. PRICE.
CAR TRUCK.

APPLICATION FILED SEPT. 10, 1904.

2 SHEETS—SHEET 2.



Witnesses
Edgar M. Kilgus
Edgar M. Kilgus

Inventor
William G. Price

Mason, J. J. Kilgus
his attorney

UNITED STATES PATENT OFFICE.

WILLIAM G. PRICE, OF PITTSBURG, PENNSYLVANIA.

CAR-TRUCK.

No. 833,895.

Specification of Letters Patent.

Patented Oct. 23, 1906.

Original application filed December 23, 1903, Serial No. 186,399. Divided and this application filed September 10, 1904.
Serial No. 223,992.

To all whom it may concern:

Be it known that I, WILLIAM G. PRICE, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in 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 to improvements in car-trucks, and particularly to certain features of improvement of the equalizer-bars and connections.

The object of the present invention is the production of a short-base equalizer-bar truck which shall have the equalizer-bar springs located far enough apart to prevent undue oscillation of the truck-frame.

With this and further objects in view the invention consists in certain novel constructions, combinations, and arrangements of parts, as will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 represents a view in side elevation of a car-truck comprising the features of the present invention, the parts being broken away. Fig. 2 represents a top plan view of the same. Fig. 3 represents a transverse vertical section taken on line 2 2 of Fig. 2.

In the present art it is desirable to support a car-body in such manner as to prevent undue vibration of the same during transit, and in securing the best results I employ a structure involving the features delineated in the accompanying drawings, in which—

1 1 represent side frames of a car-truck, each formed of a single piece of material bent into yoke shape, producing a pedestal 2 at each end. End frames 3 connect the ends of the side frames 1. Said side frames are also connected intermediate their length by transversely-arranged transoms 4 4, between which transoms is supported a bolster 5 of any preferred type, said bolster resting upon elliptic or other suitable springs 6, carried by depending yoke-bars 7, connected to the transoms 4. Each of the opposite ends of each side frame 1 partially incloses a journal-box 8, carried by one end of an axle 9, said axles 9 being provided with the usual supporting-wheels 10 10. Each box 8 carries

on its outer side a pair of vertical flanges 16, between which flanges are arranged wearing-plates 17 17, engaging the respective pedestal 2 of the given side frame 1. The side of each box 8 opposite that carrying the flanges 16 is provided with a laterally-projecting lug 18, forming the seat of a cushioning-spring 19', supporting the respective end of the given side frame 1. An equalizer-bar 19 connects each pair of boxes 8 at one side of the car-truck, each equalizer-bar 19 consisting of parallel plates spaced apart with their ends resting upon the upper surface of the connected boxes 8, said plates being bent downwardly just inside the boxes 8 to a plane below such boxes and extending horizontally for a greater portion of the distance between the boxes. The downwardly-extending portions of said plates inclose the lug 18 and are secured thereto by suitable bolts 20, said plates being positioned outside the vertical plane of the given frame 1, permitting vertical movement of the same between the ends of the plates.

The equalizer-bars 19 carry suitable brackets 21, supporting a brake-rigging, preferably of the type fully illustrated and described in my application for Letters Patent for improvements in brakes, filed December 23, 1903, and designated by Serial No. 186,399, of which this application is a division.

In order to produce a short wheel-base equalizer-bar truck free from undue oscillation of the truck-frame, the equalizer-bar springs 19' are spaced apart a relatively great distance. The placing of the equalizer-bar springs 19' close to the journal-box 8 between the plates of the equalizer-bars 19 gives the required space between the springs and obviates oscillation of the truck-frame. It is obvious that the equalizer-springs 19' could be supported by equalizer-bar 19 independent of the journal-box lugs 18 by the use of an additional bolt and spring-seat. The journal-box lugs 18 form seats for the springs 19', and the load of the springs 19' is carried by the equalizer-bars 19 and transmitted by the bars 19 to the top of the journal-boxes 8.

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

1. In a mechanism of the class described, the combination with a pair of axles and

journal-boxes therefor, of a divided equalizer-bar extending between each pair of journal-boxes, a lug extending from each journal-box between the parts of the respective equalizer-bar, and side frames supported upon said lugs.

2. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of two-piece equalizer-bars connecting the pair of boxes, a lug projecting from each of said boxes between the parts of the respective bars, means securing said lugs to said bars, side frames, and a cushion resting upon said lugs supporting said side frames.

3. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of a one-piece side frame bent into yoke shape producing a pedestal at each end inclosing each pair of boxes, flanges extending from the respective boxes upon the sides of the respective pedestals, divided equalizer-bars connecting said pairs of boxes, means connecting said equalizer-bars to said boxes, and means supported by said connecting means.

4. In a mechanism of the class described, the combination with a pair of journal-boxes therefor, of a lug extending inwardly from the inner vertical face of each of said journal-boxes, divided equalizer-bars connecting said boxes and inclosing said lugs, and means extending through said bars and lugs for rigidly securing the bars with the lugs.

5. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of equalizer-bars connecting said journal-boxes, a lug extending from each of said journal-boxes, means connecting said equalizer-bars to said lugs, and side frames supported by said lugs.

6. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of equalizer-bars connecting said boxes, lugs projecting laterally from the vertical faces of said boxes, and means rigidly connecting said equalizer-bars with said lugs.

7. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of an equalizer-bar connecting each pair of boxes, each bar having its ends resting upon the top of the respective boxes and being bent downwardly past the inner vertical face of the respective box, a lug projecting horizontally from said face of the respective box, means rigidly con-

necting the respective equalizer-bar with the respective lug, and car-frame-supporting means carried by said lug.

8. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of a divided equalizer-bar connecting each pair of journal-boxes, a lug projecting laterally from the inner vertical face of each of said boxes between the parts of the respective equalizer-bar, and side-frame supports mounted on said lugs.

9. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of a divided equalizer-bar rigidly connecting each pair of journal-boxes, springs located between the parts of the equalizer-bar, and side frames supported by said springs.

10. In a mechanism of the class described, the combination with the pair of axles and journal-boxes therefor, of a divided equalizer-bar extending between and rigidly secured to each pair of journal-boxes, springs located between the parts of the equalizer-bar and side frames supported by said springs.

11. In a mechanism of the class described, the combination with a pair of axles and journal-boxes therefor, of a divided equalizer-bar rigidly connecting each pair of journal-boxes, springs supported between the parts of the equalizer-bar, and side frames supported by said springs.

12. In a mechanism of the class described the combination of a pair of axles and journal-boxes therefor of equalizer-bars having their ends resting upon said journal-boxes, the intermediate portion of said bars being depressed, a lug extending from each of said journal-boxes, and means rigidly connecting a part of the depressed portion of said equalizer-bars to said lugs.

13. In a mechanism of the class described, the combination of a pair of axles and journal-boxes therefor, of equalizer-bars having their ends resting upon said boxes and being depressed intermediate their length past the said journal-boxes, lugs projecting from said journal-boxes and crossing that part of the depressed part of said equalizer-bars extending past the journal-boxes and means rigidly connecting said lugs to said equalizer-bars.

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

WILLIAM G. PRICE.

Witnesses:

D. G. CORNWELL,
THOS. A. COLLISON.