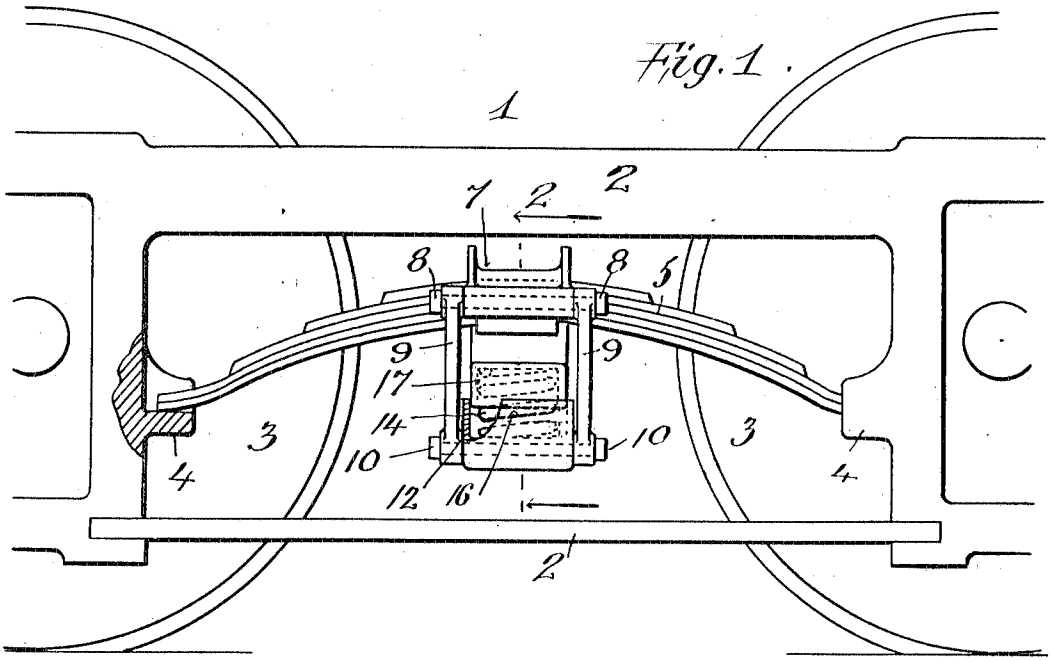
O. E. EDWARDS, JR.

CAR TRUCK.

APPLICATION FILED MAR. 31, 1914.

1,118,336. Patented Nov. 24, 1914.

Fig. 1.



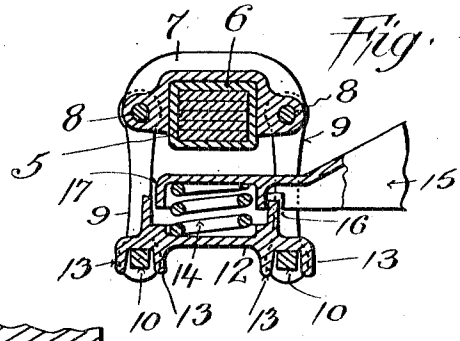


Fig. 2.

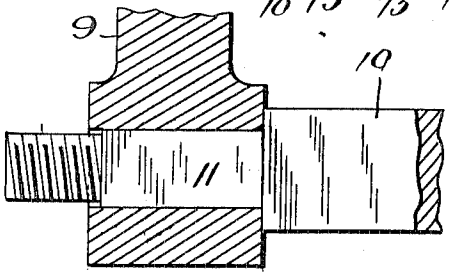


Fig. 4.

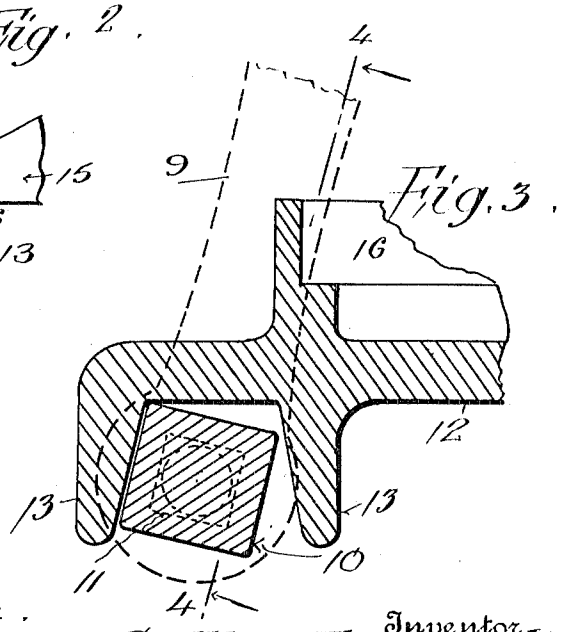


Fig. 3.

Witnesses:
W. Benjamin
A. Radzinsky

Inventor
O. Ellery Edwards Jr.
By his Attorney
Joseph L. Levy

UNITED STATES PATENT OFFICE.

OGDEN ELLERY EDWARDS, JR., OF NEW YORK, N. Y., ASSIGNOR TO THE J. G. BRILL CO., OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

CAR-TRUCK.

1,118,336. Specification of Letters Patent. Patented Nov. 24, 1914.

Application filed March 31, 1914. Serial No. 828,441.

To all whom it may concern:

Be it known that I, OGDEN ELLERY EDWARDS, Jr., a citizen of the United States, and a resident of the city of New York, county of Kings, and State of New York, have invented a new and useful Improvement in Car-Trucks, of which the following is a specification.

The object of my invention is to provide a truck which will carry a bolster through the combined action of a leaf and a coiled spring, whereby easy riding qualities are assured, and which will at the same time be provided with means for causing the bolster to rest true in its central position under the normal conditions of service, and yet leave the bolster free to leave this position and overcome some resistance whenever the exigencies of its use require such movement. These and other objects are accomplished by my invention, one embodiment of which is hereinafter set forth.

For a more particular description of my invention, reference is to be had to the accompanying drawing, forming a part hereof, in which—

Figure 1 is a side elevation of a truck provided with my improvement. Fig. 2 is a sectional view, taken on the line 2—2 of Fig. 1, looking in the direction of the arrows. Fig. 3 is a sectional view showing a detail of construction. Fig. 4 is a sectional view, taken on the line 4—4 of Fig. 3, looking in the direction of the arrows.

Throughout the various views of the drawings, similar reference characters designate similar parts.

My improved truck 1 is provided with the usual side frame 2 supported in the usual manner from the wheels and axles and connected by transoms and other crossings, not shown, to a corresponding frame on the other side of the truck. It will be obvious from what is shown, that the parts not shown are made symmetrical with and to correspond with what is here revealed.

The side frames 2 are provided with suitable seats 4 which carry the free ends of semi-elliptic springs 5 which are preferably placed so as to be arched upwardly, as shown. Each spring 5 carries a suitable band 6 on which is mounted a saddle 7 which carries suitable ears in which are mounted pins 8, which may be bolts or other suitable pivots, that carry the hangers 9 which swing freely on their pivots. It will be noted that one pair of hangers 9 is on each side of each spring 5. The lower ends of each pair of hangers 9 are suitably connected by means of the square pins 10. These pins are square in cross-section and larger in their middle portion, and extend with uniform cross section from one hanger to the other. These hangers 9 abut against a shoulder and fit snug about the reduced portions 11 of each pin 10. These portions 11 are preferably square in cross-section, but may be any shape except a circular one, as it is essential that these pins should not turn in the hangers 9. The free ends of the pins 10 are preferably screw-threaded and provided with suitable lock nuts or other retaining devices, so that the pins will remain in place. Between the hangers 9 and on the square portions of the pins 10 rest spring seats 12, one being placed on each side of the truck and under a semi-elliptic spring 5. These spring seats 12 have flanges 13 somewhat flared and placed on each side of a pin 10, and under normal conditions each pin 10 rests with its upper flat surface snug against a corresponding flat surface between the flanges 13. The spring seat 12 carries a suitable coiled spring 14 which is surmounted by a corresponding seat which is preferably made integral with the bolster 15. Interengaging flanges 16 and 17 prevent end play or movement on the part of the bolster and protect the spring 14 from undue stresses and strains.

From the foregoing, the operation of my improved device will be readily understood. Under normal conditions, the bolster rests as shown in Figs. 1 and 2. When the truck takes a curve, or for some other reason the hangers 9 swing, as indicated in Fig. 3, the flat upper surface of each pin 10 ceases to remain in contact with the corresponding surface of the seat 12, and then the entire weight supported by each cap 12 is borne by the two raised edges of the pins 10. This puts a stress on the seat 12 which tends to bring it back to its normal position with a minimum amount of oscillation and in the least possible time, so that there is much less tendency to oscillate than there would be if my improvement were omitted and the seat 12 mounted on pins with circular cross-section instead of the square cross-section which is shown.

While I have shown and described one embodiment of my invention, it is obvious that it is not restricted thereto, but is broad enough to cover all structures which come within the scope of the annexed claims.

What I claim is:

1. In a truck of the class described, hangers and means for supporting the same, seats and springs mounted on said seats, a bolster carried by said springs, and pins with flat surfaces fixed in said hangers and supporting said seats from said flat surfaces.

2. In a truck of the class described, hangers and means for supporting the same, pins with flat edged surfaces fixed in the lower ends of said hangers, and a spring seat carried on said pins and adapted to rest on the flat surfaces under normal conditions and said edges when the hangers swing.

3. In a truck of the class described, hangers and means for supporting the same, pins fixed in said hangers, edges on said pins and a bolster supporting means carried by said pins through some of said edges when the hangers leave their normal positions.

Signed at the city, county and State of New York, this 10 day of March, 1914.

OGDEN ELLERY EDWARDS, JR.

Witnesses:
H. RADZINSKY,
JULIUS BREGMAN.