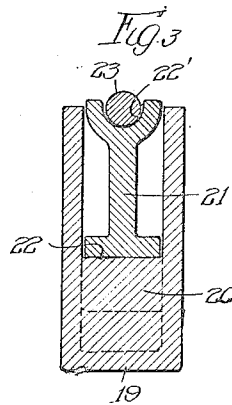
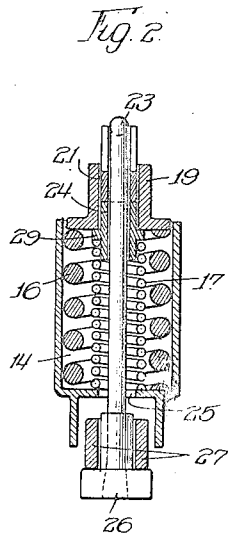
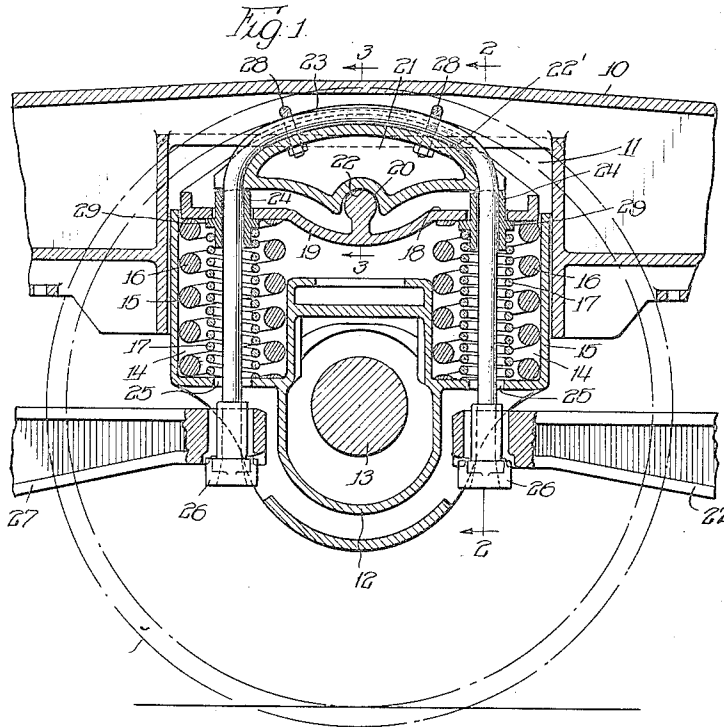


J. A. LAMONT.
SIX WHEEL EQUALIZER TRUCK.
APPLICATION FILED DEC. 27, 1920.

1,377,708.

Patented May 10, 1921.



Witness:
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UNITED STATES PATENT OFFICE.

JOHN A. LAMONT, OF CHICAGO, ILLINOIS, ASSIGNOR TO AMERICAN STEEL FOUNDRIES,
OF CHICAGO, ILLINOIS, A CORPORATION OF NEW JERSEY.

SIX-WHEEL EQUALIZER-TRUCK.

1,377,708.

Specification of Letters Patent.

Patented May 10, 1921.

Application filed December 27, 1920. Serial No. 433,416.

To all whom it may concern:

Be it known that I, JOHN A. LAMONT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Six-Wheel Equalizer-Trucks, of which the following is a specification.

This invention relates to six-wheel equalizing trucks, and is an improvement on the arrangements disclosed in my copending application, Serial No. 433,412, filed December 27, 1920, and Serial No. 433,415, filed December 27, 1920.

One object of the invention is to simplify and improve equalizing arrangements for railway car trucks of the six-wheel type.

Another object is to provide a simple arrangement for maintaining the equalizing levers in horizontal position and to assist in resiliently supporting the load.

These and other objects are accomplished by means of the arrangement disclosed on the accompanying sheet of drawings, in which—

Figure 1 is a fragmentary longitudinal sectional view of a railway car truck embodying my invention;

Fig. 2 is sectional view taken in the plane of line 2—2 of Fig. 1; and,

Fig. 3 is a detail view taken in the plane of line 3—3 of Fig. 1.

The various novel features of the invention will be apparent from the following description and drawings and will be particularly pointed out in the appended claims.

Referring to the figures of the drawings, it will be noted that my invention is disclosed in connection with a railway car truck including a side frame 10 having an opening 11 for an intermediate journal box 12 of a six-wheel truck. This journal box on opposite sides of the journal 13 is provided with pockets 14, the outer walls 15 of which extend vertically upwardly sufficiently to completely inclose the main and auxiliary springs 16 and 17, respectively, the latter being arranged concentrically within the former. Mounted on top of the springs and bridging the same is a spring cap 18, the middle portion 19 of which is bowed downwardly and is provided with an upstanding rounded projection 20 upon which is rotatably mounted an equalizing beam 21, the latter having a rounded seat portion 22 which

rests upon the rounded projection 20. The upper portion of the equalizing beam 21 is provided with a longitudinally extending groove 22' for the reception of a steel cable 23 which passes completely over the equalizing beam, the opposite portions of the cable 23 passing downwardly through auxiliary spring caps 24 through the auxiliary spring 17, openings 25 in the lower ends of the pockets 14, and being connected by any suitable means 26 to associated ends of equalizing levers 27, which, it will be understood, receive loads through truck bolsters, not shown. The steel cable 23 is retained in position on the equalizing beam by any suitable means, such as J bolts 28.

Each of the auxiliary spring caps 24 is provided with an annular flange 29 which rests upon the upper end of the associated auxiliary spring 17 and is pressed against the lower surface of the main bridging cap 19. As a result of this arrangement, the equalizing levers 27 are maintained in a horizontal position or a given position with respect to the journal box, and when the car is loaded the inner coil springs 17 are compressed and thus serve as auxiliary springs. It is apparent from the drawings that if the equalizing beam rotates in a counterclockwise direction, the auxiliary spring 17 on the left-hand side will be compressed an increased amount, thereby increasing the tendency of said spring to return the associated equalizing lever 27 to a horizontal position if it is moved from such position.

This equalizing arrangement simplifies and reduces the number of parts and improves their coöperative action.

It is my intention to cover all modifications of the invention falling within the spirit and scope of the following claims.

I claim:

1. In a railway car truck, the combination of a journal box, springs carried on opposite sides thereof, a spring cap bridging said springs, an equalizing beam, said cap and beam having a connection whereby one may be rotated on the other, and a cable secured to said beam whereby loads may be transmitted to the latter and equalized with respect to said journal box.

2. In a railway car truck, the combination of a journal box, resilient means carried thereby, a member supported on said resilient means, an equalizing beam, said mem-

ber and beam having a connection whereby one may be rotated on the other, and a cable operatively associated with said beam whereby loads may be transmitted to the latter
5 and equalized with respect to said journal box.

3. In a railway car truck, the combination of a journal box, springs carried thereby, means bridging said springs, a grooved
10 equalizing beam rotatably mounted on said bridging means, and a cable mounted in the groove of said beam whereby loads may be transmitted to said means and equalized with respect to said journal box.

15 4. In a railway car truck, the combination of a journal box, main springs carried thereby, auxiliary springs associated with said main springs, spring caps for said auxiliary springs, a main spring cap mounted over
20 the spring caps for the auxiliary springs and bridging said main springs, an equalizing beam movably mounted on said main spring cap, and load transmitting means operatively

connected to said equalizing beam whereby the loads are distributed with respect to said
21 journal box and whereby the position of said load transmitting means with respect to the journal box is controlled.

5. In a railway car truck, the combination of a journal box, main springs carried
30 thereby, auxiliary springs associated with said main springs, spring caps for said auxiliary springs, a bridging cap engaging said auxiliary caps and bridging the main
35 springs, an equalizing beam movably mounted on said bridging cap, equalizing levers, and means connecting said equalizing levers with said equalizing beam whereby loads transmitted therethrough are distributed
40 with respect to the journal box, said auxiliary springs maintaining said equalizing levers in a horizontal position.

Signed at Chicago, Illinois, this 15th day of December, 1920.

JOHN A. LAMONT.