M. EPSTEIN.

CAR.

APPLICATION FILED MAR. 23, 1911.

1,029,919.

Patented June 18, 1912.

2 SHEETS—SHEET 1.

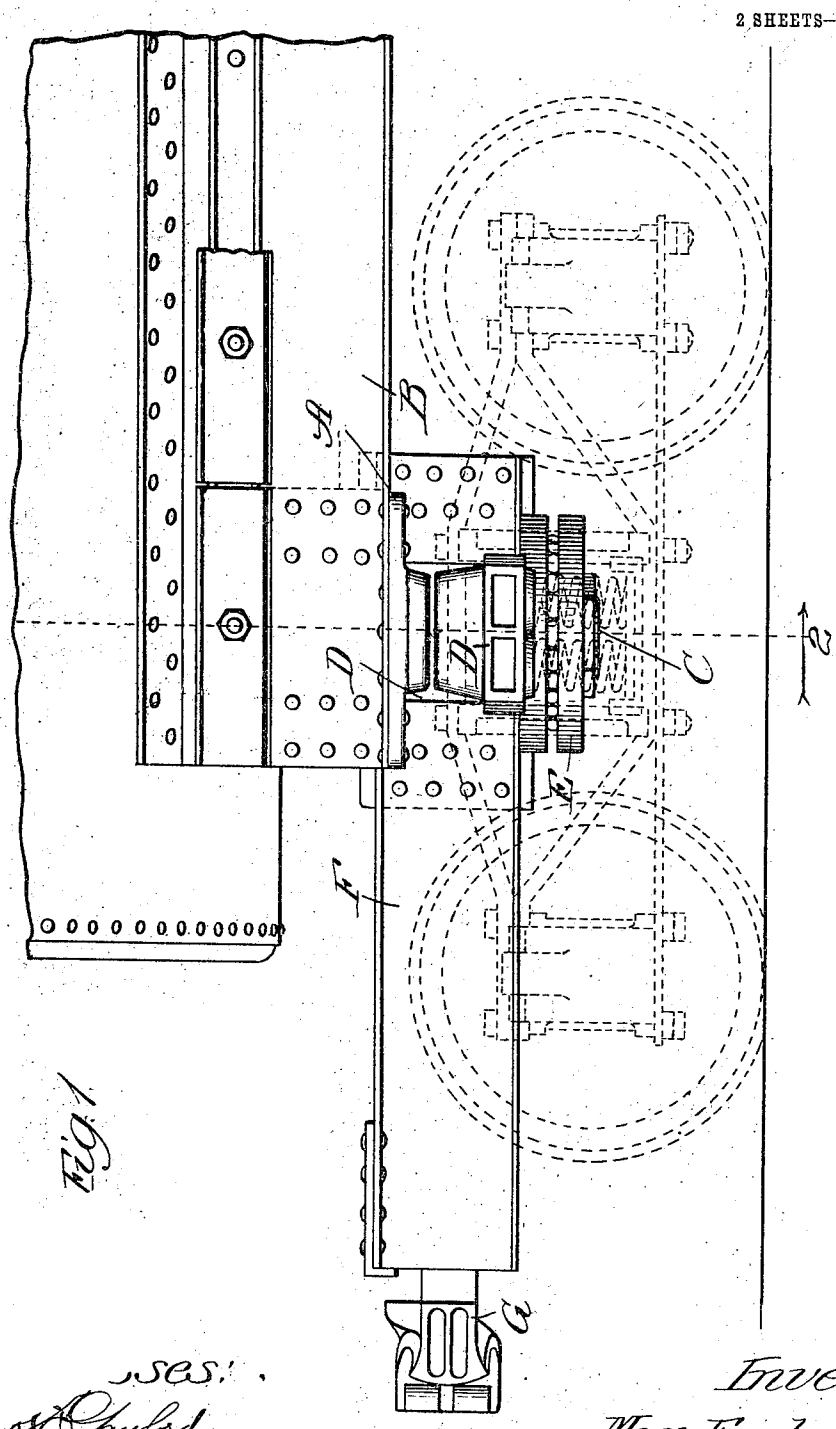

Fig. 1.

Witnesses:
A. D. Gaylord.
G. F. Chase.

Inventor:
Max Epstein,
By Dyrenforth, Lee, Chritton & Wilkie.
Attys.

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2 SHEETS—SHEET 2.

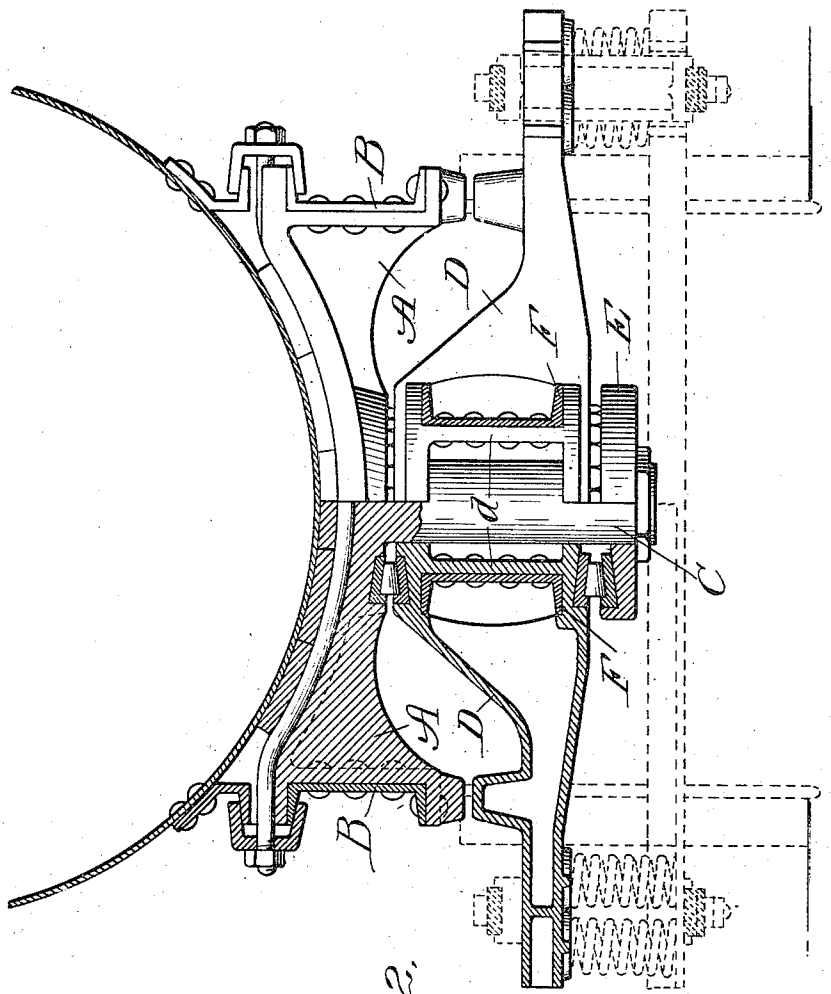

Fig. 2.

Witnesses:
Chas. C. Gaybord.
G. F. Chase.

Inventor:
Max Epstein,
By Dyrenforth Lee, Christy & Wiles,
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UNITED STATES PATENT OFFICE.

MAX EPSTEIN, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE GERMAN AMERICAN CAR COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF WEST VIRGINIA.

CAR.

1,029,919. Specification of Letters Patent. Patented June 18, 1912.

Application filed March 23, 1911. Serial No. 616,359.

To all whom it may concern:

Be it known that I, MAX EPSTEIN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Cars, of which the following is a specification.

My invention relates to certain new and useful improvements in cars, and is fully described and explained in the specification and shown in the accompanying drawings, in which:

Figure 1 is a side elevation of my improved device and Fig. 2 is a transverse section on the line 2 of Fig. 1.

By reference to the drawings, it will be seen that my invention is shown as applied to a car more particularly of that construction illustrated in my application filed on even date herewith and allotted Serial No. 616,360. The present invention is, however, independent of the type of car to which it is applied and these parts will not therefore require detailed description.

A is a body-bolster to which I attach side-sills B and upon this structure or framework thus formed is mounted a superstructure of the car which in this case is shown as a tank attached to the side-sills by the mechanism of the application above set forth.

Projecting downward from the body-bolster A is a king-bolt C upon which is pivoted a truck-bolster D, a bearing plate E being secured to the lower end of the king-bolt below the truck-bolster and anti-friction bearings of common form being interposed for an obvious purpose. The truck-bolster is attached to the usual truck framework which does not form a portion of the present invention and is diagrammatically illustrated in dotted lines. The truck-bolster has two vertical webs of metal *d* parallel each to each and end on the two sides of the king-bolt and the portions extending laterally therefrom are so arranged as to leave longitudinal spaces to receive outwardly facing channel beams F which are firmly secured to the truck-bolster on the two sides thereof, in the manner illustrated. The beams F support near their ends draft-rigging of the desired form G, which, of course, performs its usual function in the usual way.

The result of the foregoing construction is that the draft-rigging turns with the truck in rounding curves, so that no matter how sharp may be the turn there is no lateral strain on the draft-rigging. This point is of obvious advantage, for to build a car suitable for practical use it should be adapted to be coupled conveniently to the standard cars now in use and this necessarily fixes the height of the draft-gear. In accordance with common practice where the draft-rigging is attached to the body, this has necessarily fixed the height of the center sill of the body to which the draft-gear is usually attached. The result has been that in any center-sill car a truck had to be adopted of that form which would permit the lowest possible position of the truck-bolster. With the present construction on the other hand, it is possible to use a truck construction of any desired or reasonable form and the draft-rigging being attached to the truck it is possible to build a car body with any sort of sills which may be desired.

I realize that considerable variation is possible in the details of the construction, without departing from the spirit of my invention; therefore I do not intend to limit myself to the specific form herein shown and described.

What I claim as new and desire to secure by Letters Patent is—

1. In combination a body-bolster, a truck-bolster pivoted thereto and having webs of metal parallel to each other on the two sides of the pivots, parallel metal beams fastened to said webs and extending therefrom to the end of the car, and draft mechanism mounted between the ends of said beams.

2. In combination a body-bolster carrying a king-bolt, a truck-bolster mounted

upon the king-bolt and provided with parallel webs of metal on the two sides thereof, beams attached to said parallel webs and extending therefrom to the end of the car and draft mechanism carried between said beams.

In testimony whereof I have hereunto set my hand and affixed my seal this 24th day of January, 1911.

MAX EPSTEIN. [L. S.]

In the presence of two subscribing witnesses:

J. G. ANDERSON,
R. A. SCHAEFER.