(No Model.) 2 Sheets—Sheet 1.

J. PLAYER.

CAR TRUCK.

No. 589,271. Patented Aug. 31, 1897.

Fig. 2.

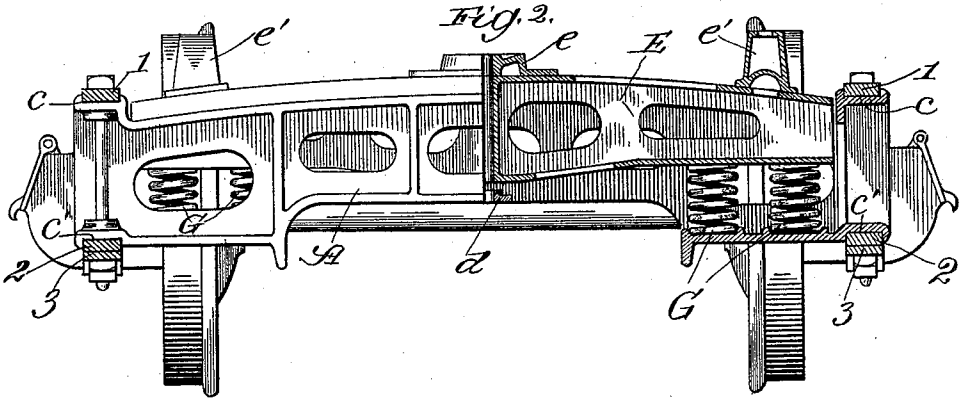
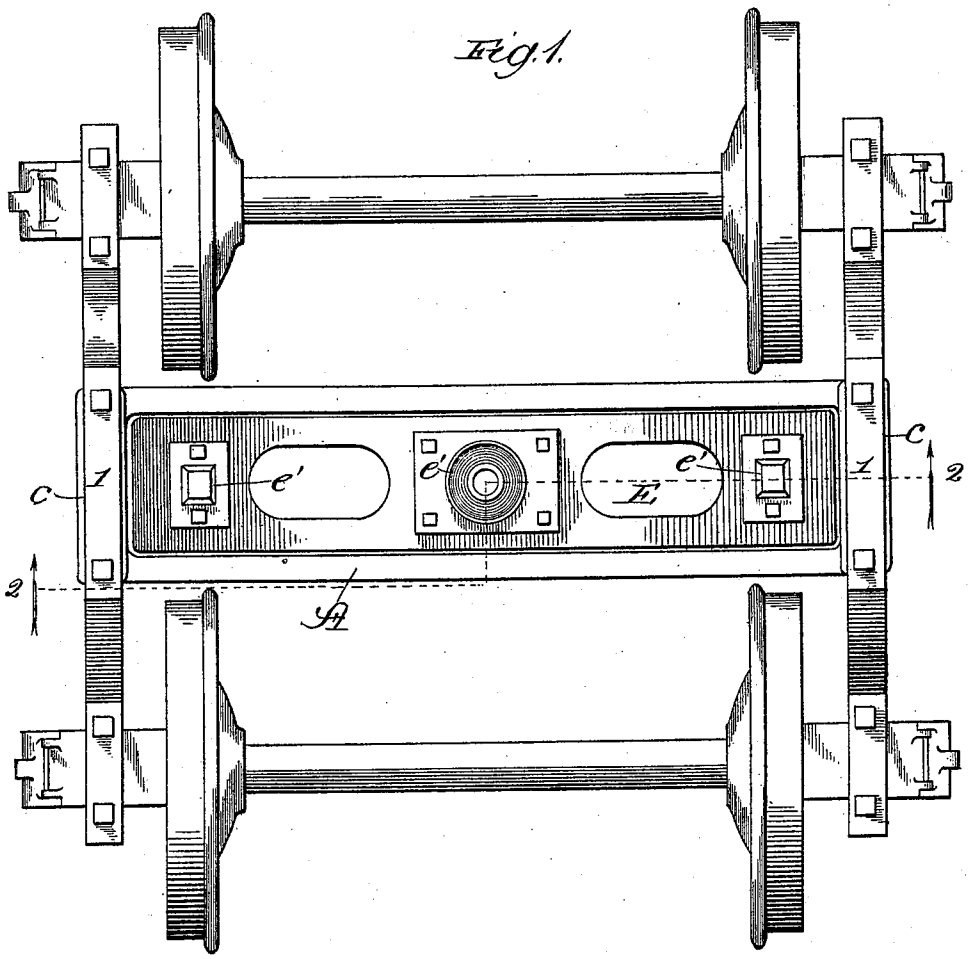


Fig. 1.



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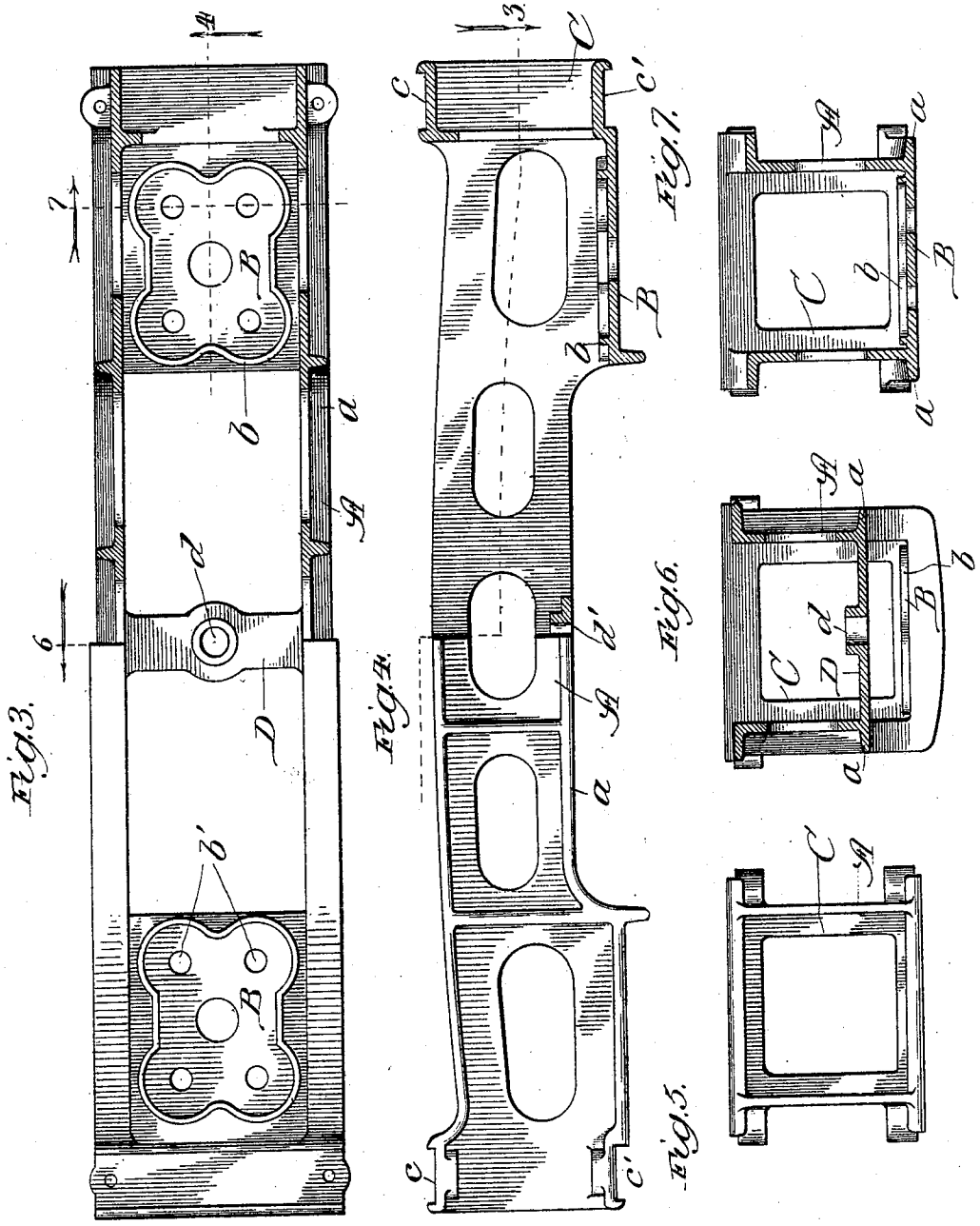
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(No Model.) 2 Sheets—Sheet 2.

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UNITED STATES PATENT OFFICE.

JOHN PLAYER, OF TOPEKA, KANSAS.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 589,271, dated August 31, 1897.

Application filed April 26, 1897. Serial No. 633,893. (No model.)

To all whom it may concern:

Be it known that I, JOHN PLAYER, a citizen of the United States, residing at Topeka, in the county of Shawnee and State of Kansas, have invented certain new and useful Improvements in Car-Trucks, of which the following is a specification.

The object of my invention is to provide a simple, economical, and efficient car-truck; and the invention consists in the features, combinations, and details of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a plan view of a car-truck constructed in accordance with my improvements; Fig. 2, an end elevation, partly in section, taken on line 2 2 of Fig. 1, looking in the direction of the arrow; Fig. 3, a plan view of the main portion of a truck, partly in section, taken on line 3 of Fig. 4; Fig. 4, a side elevation of the same; Fig. 5, an end view of a truck-frame; and Figs. 6 and 7, transverse sectional elevations taken on lines 6 and 7, respectively, of Fig. 3.

In the art to which this invention relates it is well known that the usual car-truck consists of a combination of several different elements joined together, comprising channel-beams, spring-seats, spring-hangers, center plates, truck-heads, arch-bars, side bearings, and bolster and bottom plates joined together by rivets, bolts, or nuts, the expense of which is considerable, in that it requires considerable time to assemble the parts, as well as financial outlay for labor. It is also objectionable in that when repairs are necessary it takes considerable time to assemble the parts, which delays the car and prevents its being used for commercial purposes. The principal object of my invention, therefore, is to dispense with several of these parts and provide a car-truck the transom of which is formed in one integral portion which can be used whenever desired and does not require any assembling whatever, but merely the placing in position and tying together with the usual arch and tie bars, a description of which will be hereinafter given.

In constructing a truck in accordance with my improvements I make a transom consisting of two vertical side bars A, joined together at their lower end portions by means of plates B, which have ridges *b* cast thereon and perforations *b'*, which act to form the spring-seats. This transom is further provided with an integral portion C, which forms the truck-head and which is provided with grooves *c c'* on the upper and lower portions thereof, extending transversely of the transom for the purpose of receiving the usual arch-bars. The transom is further provided with a connecting central cross-piece D on the lower side thereof, which has a perforation *d*, through which the usual king-bolt may be passed whenever it is desirable or necessary. In order to strengthen the part, it is provided with ribs or flanges *a*, extending outwardly at the upper and lower sides, which add rigidity to the structure as well as permitting a minimum amount of metal in order to resist the maximum strains.

By an inspection of Figs. 3, 4, and 6 it will be seen that the transom is open on the upper portion to form a pocket in which a bolster, as hereinafter described, may be inserted.

In Figs. 1 and 2 a bolster E is shown as inserted in the pocket of the transom, between which and the spring-plates B cushion-springs G are inserted for the purpose of sustaining the load of the car in a yielding manner upon the car-truck. This bolster is made in the shape shown in Figs. 1 and 2, preferably in an integral casting having a center plate *e* and side bearings *e'* secured thereto, though they may be formed integral therewith, if desired. The truck is secured to the car-axles, as desired, by means of the arch-bars 1 and 2 and tie-bar 3.

It will be observed from an inspection of the drawings and the foregoing description that several of the old parts have been dispensed with—viz., the old braces and four hangers that support the spring-seats and act to stiffen the parts. The weight of the old structures is in the neighborhood of six hundred and ninety pounds, while a truck constructed in accordance with my improvements weighs between three hundred and five hundred pounds. The advantages are that the transom can be made in one integral portion, thus dispensing with several parts, and is always ready to use at a moment's notice. Further, it is economical to build in that it is formed of cast-steel and requires no labor in assembling, other than

is required to bolt it to the car-axle boxes, and such parts may be kept in stock at different points for the purpose of repairing broken-down trucks or making new ones.

I claim—

As a new article of manufacture, a car-truck having a transom provided with vertical side bars, a spring-seat at each lower end thereof, a truck-head at each end having grooves in its upper and lower portion, a central perforated cross-piece connecting the lower portions of the side bars, and side strengthening-ribs all formed in one integral casting, substantially as described.

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