(No Model.)

S. D. KING.

CAR TRUCK.

No. 348,221. Patented Aug. 31, 1886.

Fig. 1.

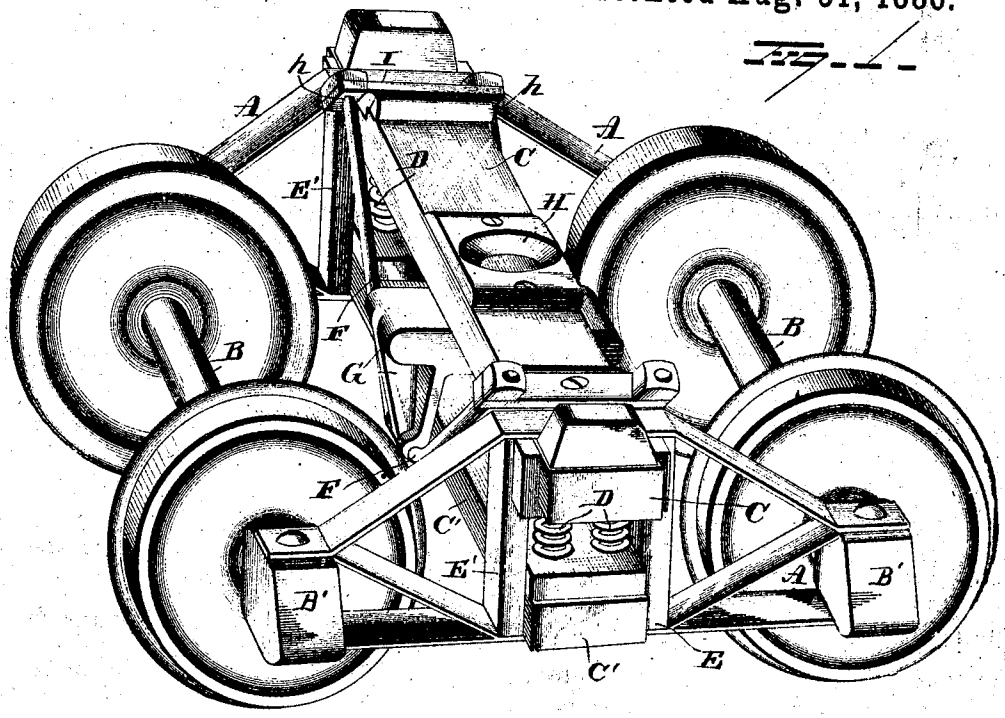
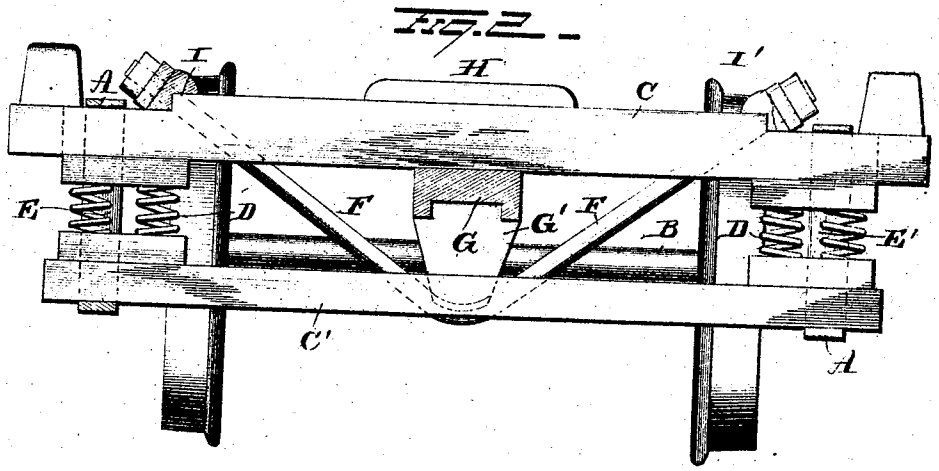


Fig. 2.



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CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 348,221, dated August 31, 1886.

Application filed March 22, 1886. Serial No. 196,291. (No model.)

To all whom it may concern:

Be it known that I, SIDNEY D. KING, of Pittston, in the county of Luzerne 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.

My invention relates to an improvement in car-trucks.

Hitherto it has been customary to provide the bearing-beam of a car-truck with a pair of trusses, one on either side, securely fastened near the ends of the upper side and strung over a small depending saddle midway between the ends. This saddle has generally been constructed of such thickness or depth that it would not interfere with the free action of the spring by striking against the lower parallel support on which the springs are located.

The object of my present invention is to further strengthen the upper support by bringing the trusses to a more nearly vertical position.

With this end in view my invention consists in a truss-saddle secured to the bearing-beam and adapted to span the parallel supporting-beam beneath it.

My invention further consists in certain features of construction and combinations of parts, as will be hereinafter fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective of a car-truck, showing my improvement in proper adjustment. Fig. 2 is a vertical longitudinal section.

A represents an ordinary set of end braces or supports on a car-truck carrying the boxes B′, in which are journaled the ends of the axles B. The cross-beams C and C′ extend across from one end brace to the other, with their ends projecting through the central portion of said end braces. The lower one, C′, rests solidly on the lower part of the end braces, A, and is provided at its ends with springs D.

Above the beam C′, and in the same plane therewith, the second cross-beam or supporting-beam, C, is situated. The ends of this beam rest on the springs D, and are adapted to operate in vertical sliding adjustments between the uprights E and E′ of the end braces, A. The beam C is provided with a pair of trusses, F, one on either side, which are firmly secured to the plates I and I′ at the ends of the beam C, and extend therefrom under the depending arms G′ of a spanning-saddle, G. The saddle G is secured to the under side of the beam C, and the depending branches G′ thereof embrace the sides of the beam C′ and guide the beam C in its movements. It may be made of any desired length. The greater the length of the branches of the saddle the more direct is the weight pressing on central point, H, transferred to the ends *h* of the support. By extending the trusses to the position indicated in Fig. 1, the transverse strain on the trusses is converted more nearly into a longitudinal strain, and therefore is much less liable to bend or break the support.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention; hence I do not wish to limit myself strictly to the construction herein set forth; but,

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

1. In a car-truck, the combination, with side supports and axles, of the lower beam carrying springs, the upper beam resting on said springs, and a truss-saddle rigidly secured to the upper beam and projecting below the upper surface of the lower beam, substantially as set forth.

2. In a car-truck, the combination, with side supports and axles journaled therein, of the lower beam, springs resting on the upper surface of said beam, the upper beam resting on the springs, and the truss-saddle rigidly secured to the upper beam at a point between the wheels and projecting below the upper surface of the lower beam on both sides thereof, substantially as set forth.

3. In a car-truck, the combination, with side supports and axles journaled thereon, of

the lower beam, springs resting thereon, the upper beam resting on the springs, the truss-saddle, the lower ends of which project below the upper surface of the lower beam, and the truss-rods secured to the upper beam and passing under the lower ends of the truss-saddle, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

SIDNEY D. KING.

Witnesses:
WILLIAM SAURMAN,
ANTHONY HORAN.