

F. O. WYATT & E. SMEDLEY.
Car-Truck.

No. 223,207.

Patented Dec. 30, 1879.

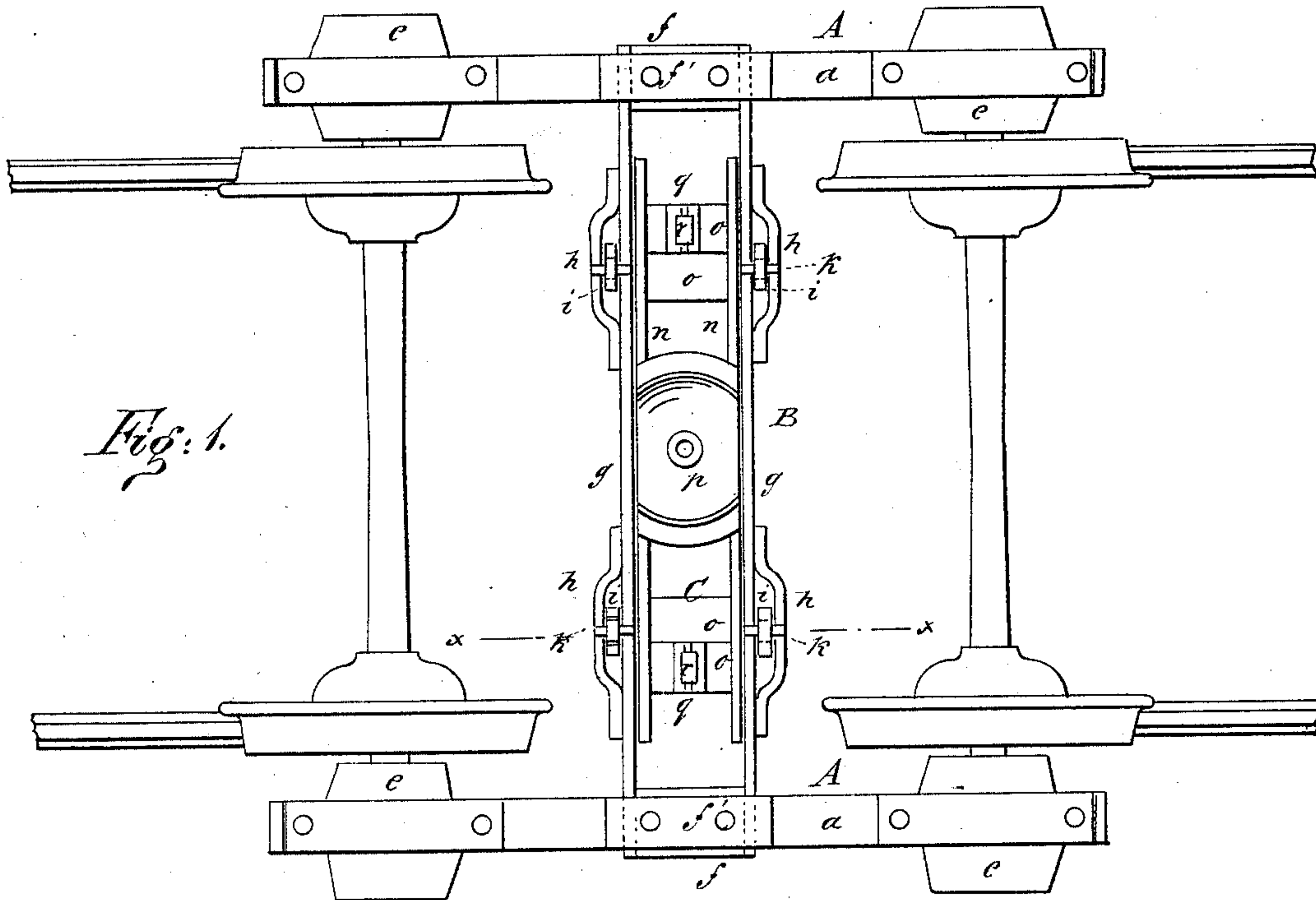


Fig. 1.

Fig. 2.

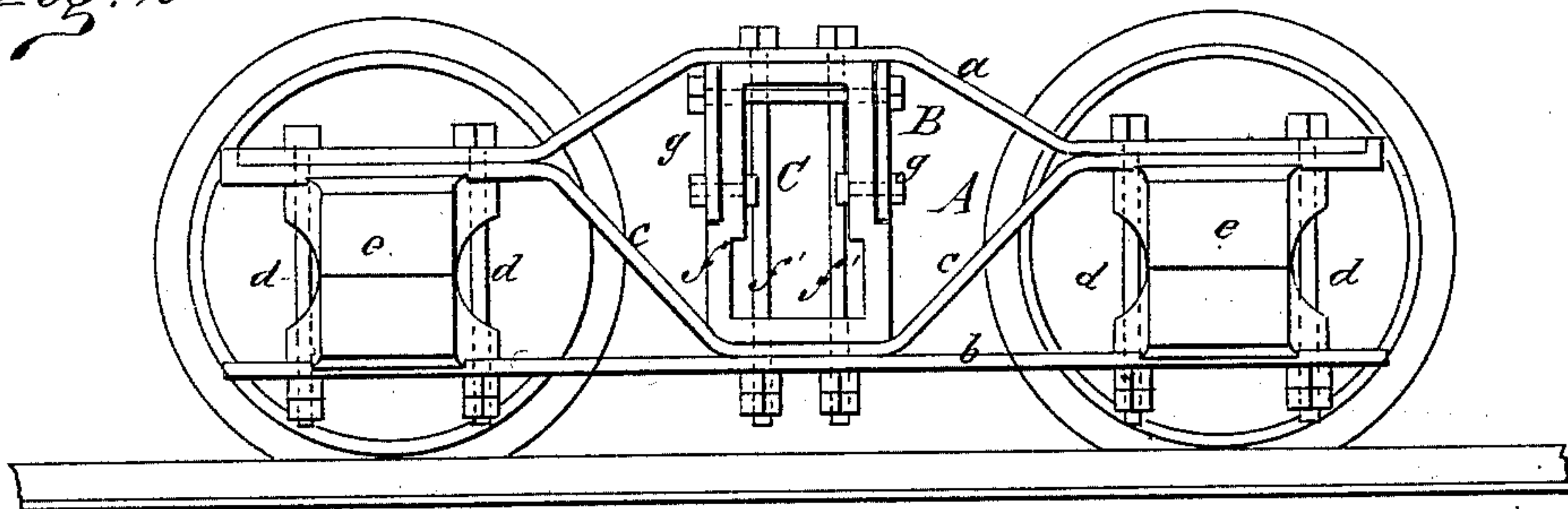
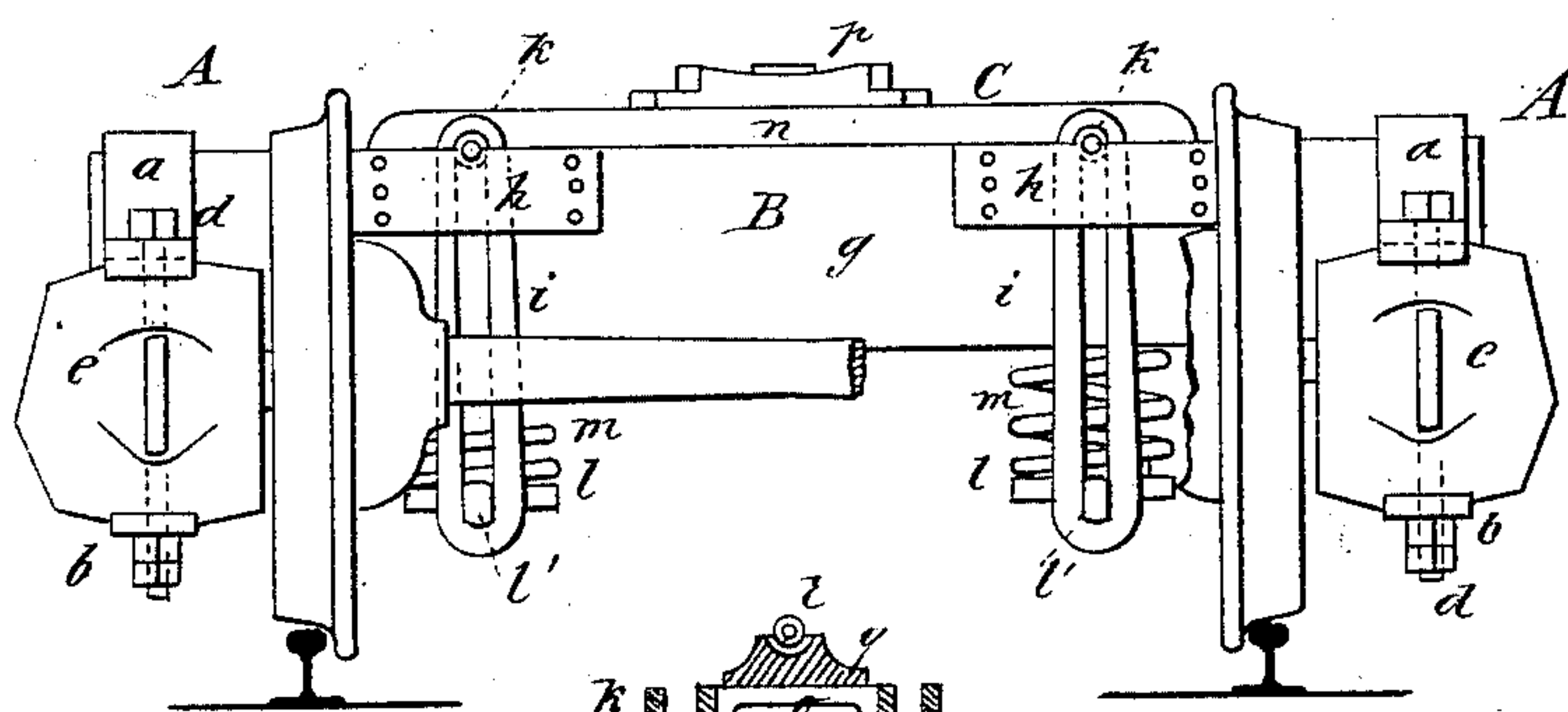


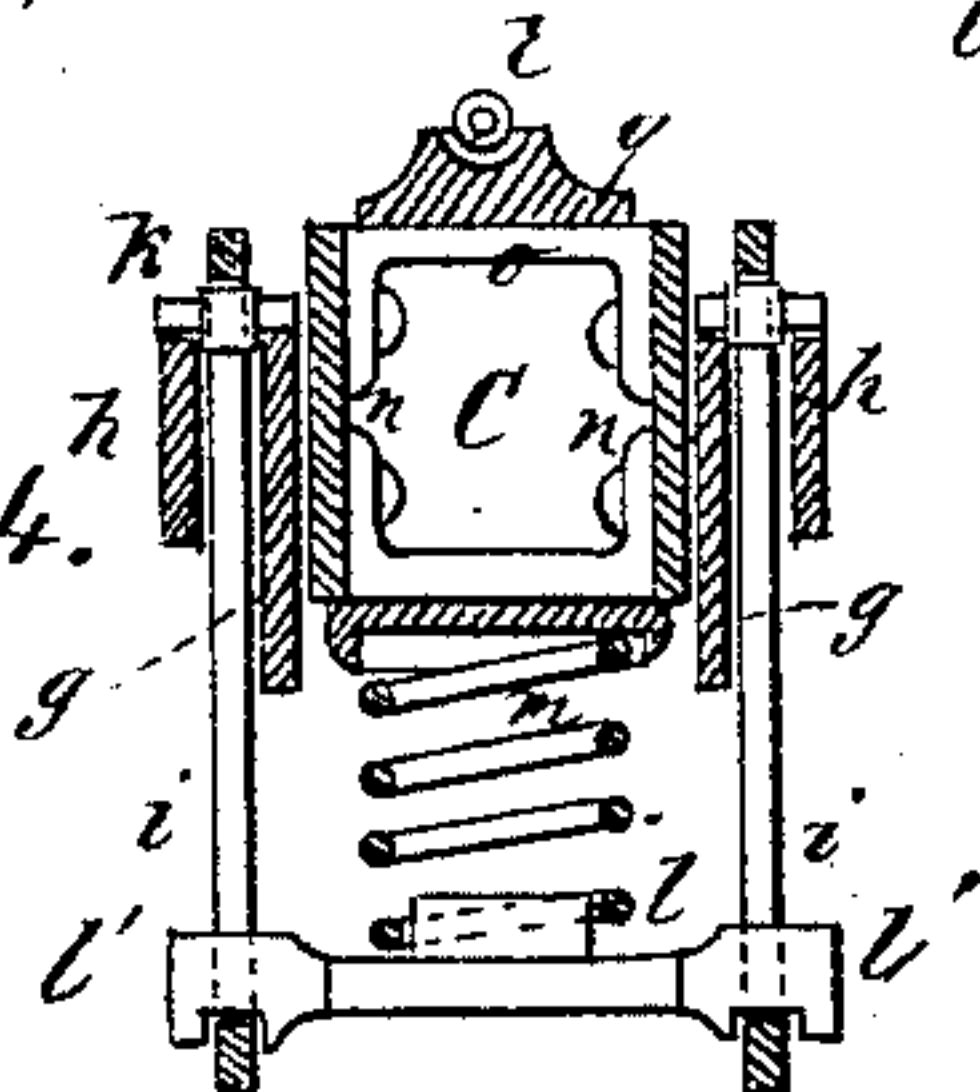
Fig. 3.



WITNESSES:

Chas. Nida
C. Sedgwick

Fig. 4.



INVENTOR:

F. O. Wyatt
E. Smedley
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

FRANKLIN O. WYATT AND EDWIN SMEDLEY, OF DUBUQUE, IOWA.

IMPROVEMENT IN CAR-TRUCKS.

Specification forming part of Letters Patent No. **223,207**, dated December 30, 1879; application filed October 14, 1879.

To all whom it may concern:

Be it known that we, FRANKLIN O. WYATT and EDWIN SMEDLEY, of Dubuque, in the county of Dubuque and State of Iowa, have invented a new and Improved Truck for Locomotives and Cars, of which the following is a specification.

Our improvements relate to iron trucks for locomotive-tenders and railroad-cars; and the object of our invention is to construct a strong and durable truck, capable of withstanding severe shocks without tearing asunder, and which, when bent, may be restored to shape.

Iron trucks as heretofore made of channel or angle iron, when bent by being thrown from the track or otherwise, cannot be restored without great expense, as the angle-iron is broken or torn by the bending and the material is substantially lost.

Figure 1 is a plan view of a car-truck embodying our invention. Fig. 2 is a side elevation of the same. Fig. 3 is an end view. Fig. 4 is a vertical transverse section through the bolster and swing-frame on line *x x* of Fig. 1.

Similar letters of reference indicate corresponding parts.

A A are the side frames of the truck, carrying the axle-boxes *e*, and sustaining between them the bolster B, in which the swing-frame C is suspended. This truck throughout is made of flat bar, wrought, or rolled iron.

The side frames, A, are each made as trusses, composed of the plate *a*, tie *b*, and braces *c c*, connected by the bolts *d d* at each end, that retain the axle-boxes *e* in place. The axle-boxes may be fitted rigidly between the tie *b* and plate *a*, as shown, or in any other desired manner.

Within the side frame, A, between the plate *a* and tie *b*, is fitted a pedestal, *f*, that is retained in place by bolts *f'*, and to which are bolted the ends of the transverse bars *g g*, forming the bolster-frame. Upon the outer sides of bars *g* are ears *h*, formed by plates bolted or riveted to the bars *g*, and forming sockets, through which pass the upper end of the slotted hangers *i*, that support the swing-frame. These hangers *i* are sustained each by a pin, *k*, that passes through the hanger and rests at its outer ends on the upper edge

of bar *g* and ear *h*, which are grooved to retain the pin. These pins *k* are turned down at the ends to form shoulders that set between the bar *g* and ear *h*, and thereby prevent end-wise movement of the pins. Each pair of hangers *h* is fitted with the cross-plate *l*, which has recessed lugs *l'* entering the slots of the hangers, whereby the plates are sustained, and upon each plate *l* is imposed a spiral or other spring, *m*.

The swing frame or bar resting on springs *m* consists of the flat side bars, *n*, connected rigidly by top and bottom tie-plates, *o*, so that the swing-bar fits snugly between the transverse bars *g*, with the tie-plates resting on springs *m*. By this construction the swing bar or frame is supported on the springs, and is capable of a swinging movement sidewise of the truck. The spring-board usually required is entirely dispensed with, and no keys are required to retain the hangers in place, as the recesses or lipped lugs *l'* of the plates *l* prevent disconnection of the parts.

The swing-frame C supports at its mid-length the casting *p* for receiving the king-bolt on which the truck swivels, and on the upper tie-plates *o* are attached bearings *q* for friction-rollers *r*.

This construction furnishes a truck thoroughly strong and braced in every part, and made throughout of flat bar-iron. This material is less expensive in its first cost than angle or channel iron. It will bend without tearing asunder, and may be restored when bent at small expenditure of labor and with no expense for additional material.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

In a car-truck, the combination of the plate *a*, the tie *b*, the braces *c c*, connected by axle-bolts, the bolted pedestals *f*, the bolster-frame *g*, having socket-ears *h*, the slotted hangers *i*, having cross-plate *l*, with recessed lugs *l'*, and the swinging frame C, as shown and described.

FRANKLIN OSMAN WYATT.
EDWIN SMEDLEY.

Witnesses:

SOLLIS A. WOLCOTT,
ELBERT PORTER LYMAN.