

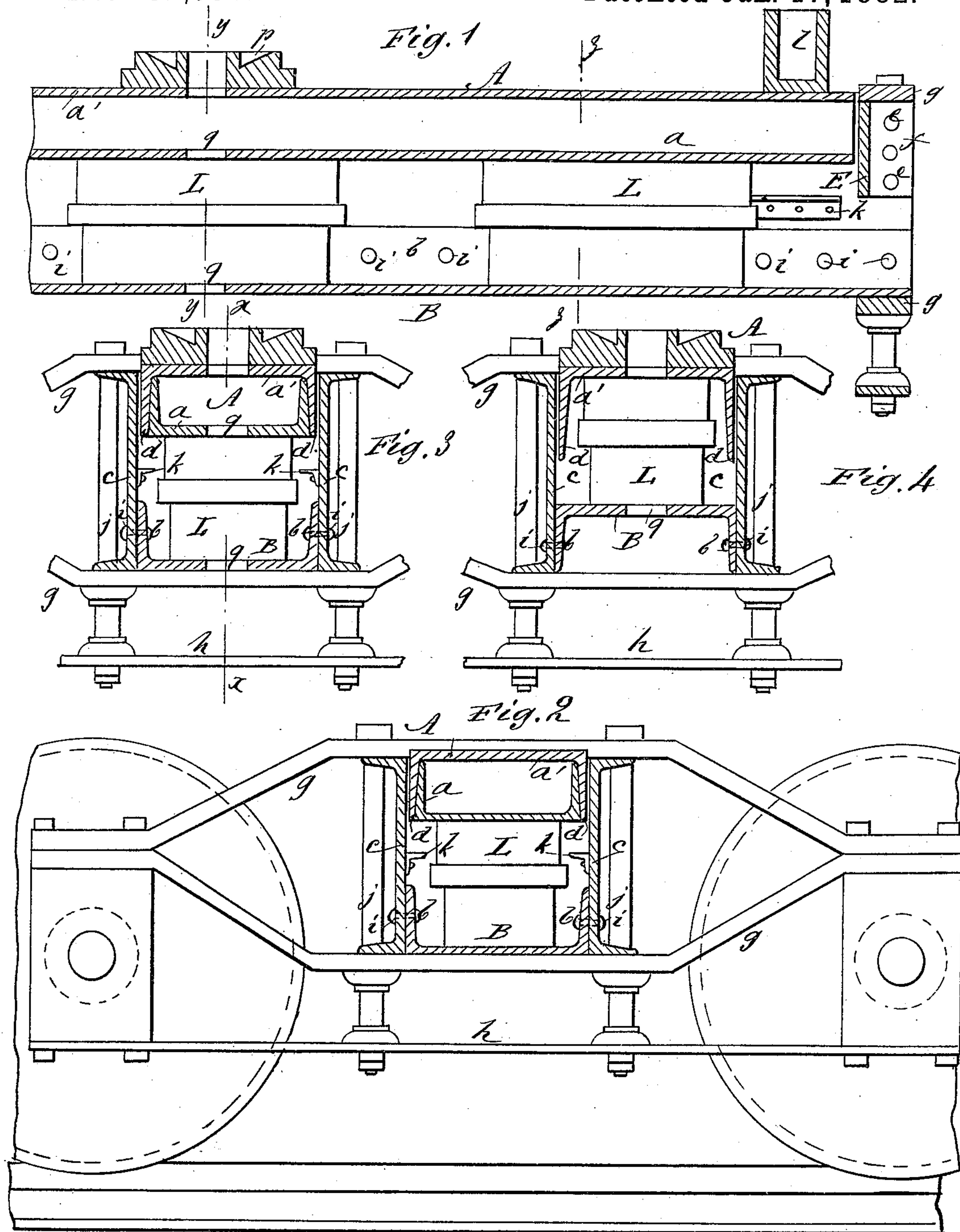
(No Model.)

G. B. SIMONDS.

CAR TRUCK.

No. 252,531.

Patented Jan. 17, 1882.



WITNESSES:

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GUSTAVUS B. SIMONDS, OF ALBUQUERQUE, TERRITORY OF NEW MEXICO.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 252,531, dated January 17, 1882.

Application filed October 21, 1881. (No model.)

To all whom it may concern:

Be it known that I, GUSTAVUS B. SIMONDS, of Albuquerque, in the county of Bernalillo and Territory of New Mexico, have invented certain useful Improvements in Car-Trucks, of which the following is a full, clear, and exact description.

My invention relates to that class of railroad-trucks known as the "diamond truck;" and it consists of such improvements in the construction of the bolster that the truck will be firmer and more rigid than heretofore, and may be run with safety should a spring (one or both) lose out or get broken, the spring-hanger and sand-boards being entirely dispensed with.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a central longitudinal sectional elevation of my improved truck-bolster, taken on the line *x x* of Fig. 3. Fig. 2 is a sectional elevation taken on the line *y y* of Fig. 1. Fig. 3 is a sectional elevation taken on the line *z z* of Fig. 1; and Fig. 4 is a similar sectional view, showing a modification.

The arch-bars *g g*, pedestal tie-bar *h*, and transom-pillars *j j* are of the usual construction.

The transom-plates *c c* are secured at their lower edges by the series of bolts or rivets *i i* to the flanges *b b* of the bottom channel bar or plate, B, and the ends of the transom-plates are tied together by the series of bolts *e e* passing through the flanges *f f* of the tie-plate E, as clearly shown in Fig. 1.

Upon the bottom channel bar or plate, B, are placed the springs L L, upon which is placed the truck-bolster A. The truck-bolster is preferably formed by uniting the channel bars or plates *a a'*, as shown in Figs. 2 and 3; or it may be formed of the single channel bar or plate *a'*, as shown in Fig. 4, the side flanges, *d d*, being lengthened for the purpose hereinafter mentioned.

To the inner walls of the transom-plates *c c* are bolted the stops *k k*, which are adapted to support the bolster A in case a spring should break or lose out.

In some instances the bottom channel bar or plate B will be bolted between the transom-plates with the flanges *b b* downward, as shown in Fig. 4. In this construction the flanges *d d* of the channel-plate *a'* may be lengthened, so as to rest upon the plate B in case any difficulty should happen to the springs, in which case, of course, the stops *k k* will not be required.

Upon the upper side of the channel-bar *a'* is formed the ordinary side bearing, *l*, and the center plate, *p*, through which latter the king-bolt passes, and the channel-plate *a* and the bottom plate, B, are provided with the holes *q q*, for the passage of the king-bolt entirely through the bolster, upon the under side of which it is adapted to receive a key.

The bolster thus constructed renders the truck very firm and rigid, so that the truck is not liable to get out of square if run off the track, besides, the danger of throwing the car off the track from the breaking of sand-boards and spring-hangers incident to the breaking and losing out of a spring is entirely overcome.

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

1. The transoms *c c*, provided with the stops *k k*, in combination with the truck-bolster A, substantially as and for the purposes set forth.

2. The truck-bolster A, formed of the flanged channel-plates *a a'*, the flange of the plate *a* fitting in the flange of the plate *a'*, substantially as shown and described.

3. The combination, with the channel bar or plate B, transverse plates *c*, and the springs L, of the channel-plate *a'*, provided with flanges *d*, substantially as and for the purpose set forth.

4. The transom-plates *c c*, bolted to the bottom channel bar or plate, B, and tied together by the tie-plates E, and provided with the stops *k k*, in combination with the bolster A, formed of the channel-plates *a a'*, substantially as and for the purposes set forth.

GUSTAVUS B. SIMONDS.

Witnesses:

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