

(No Model.)

T. L. WILSON.

RAILWAY CAR.

No. 277,819.

Patented May 15, 1883.

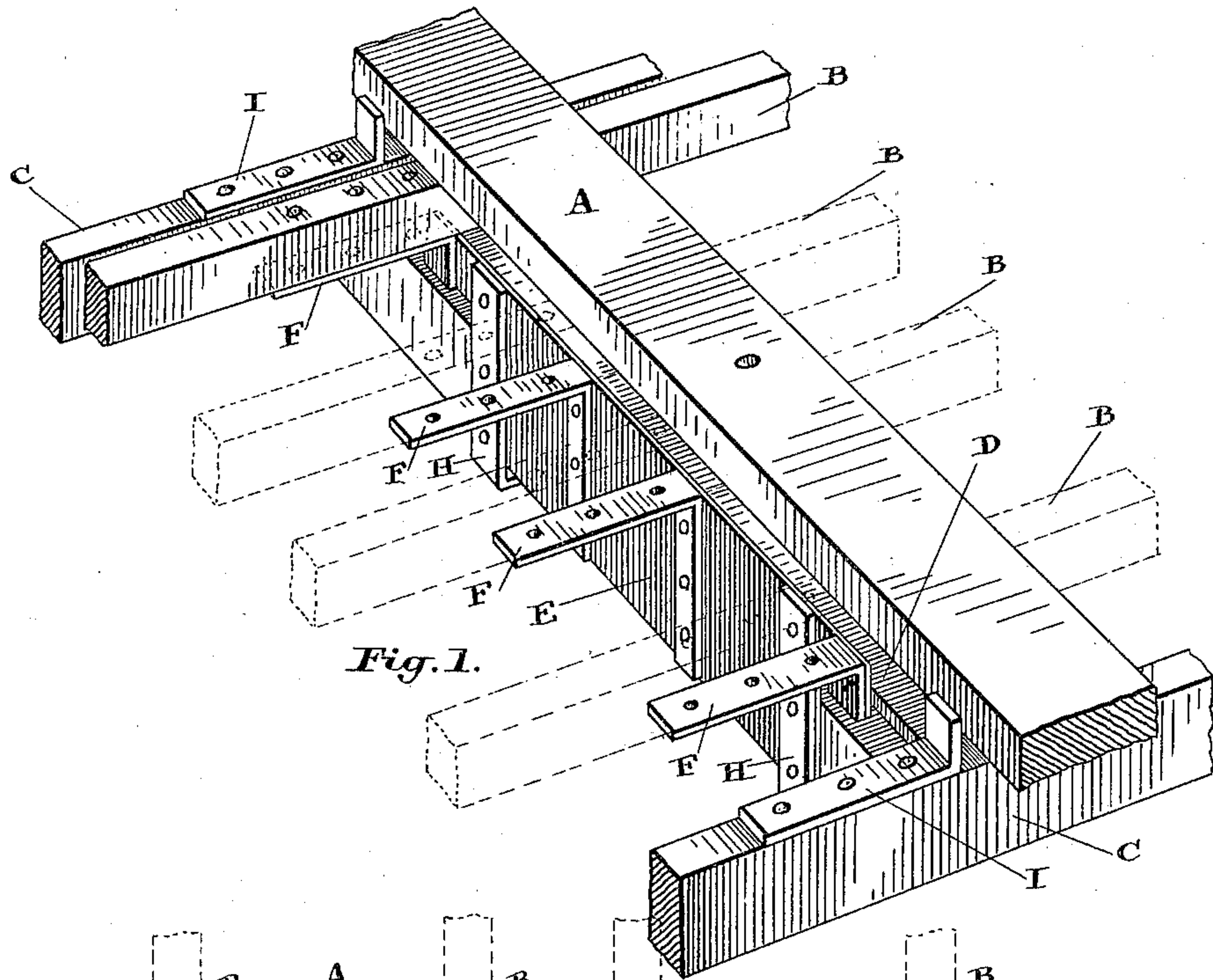


Fig. 1.

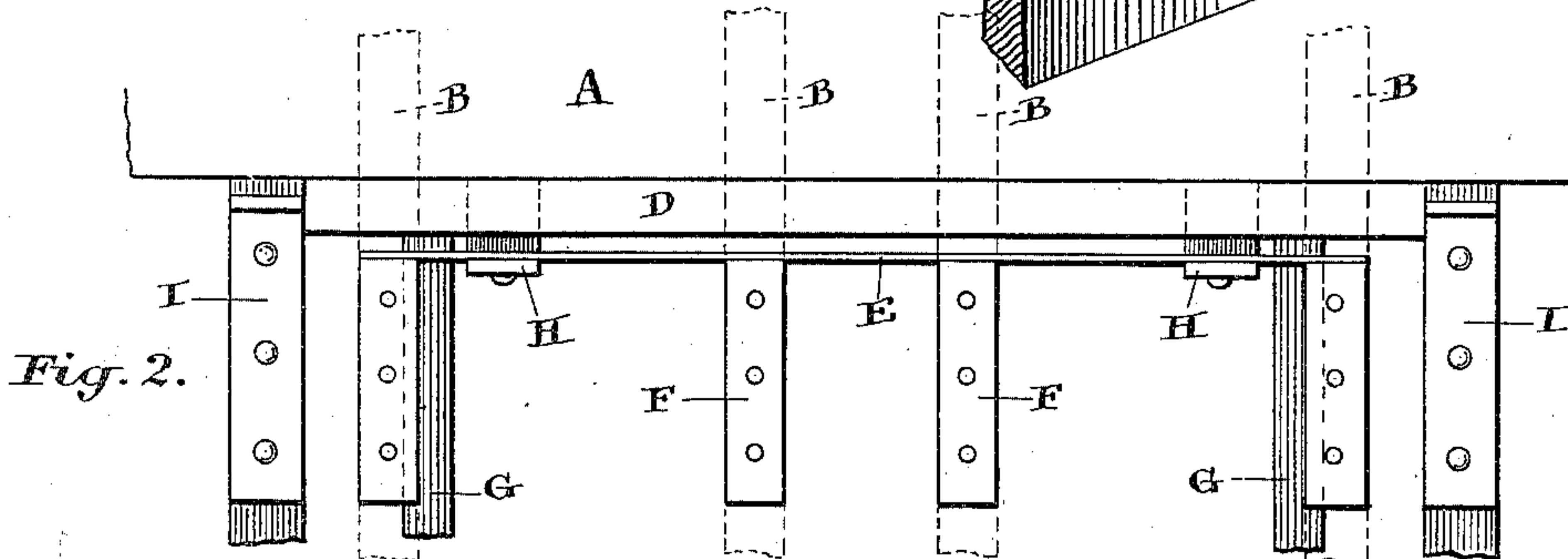


Fig. 2.

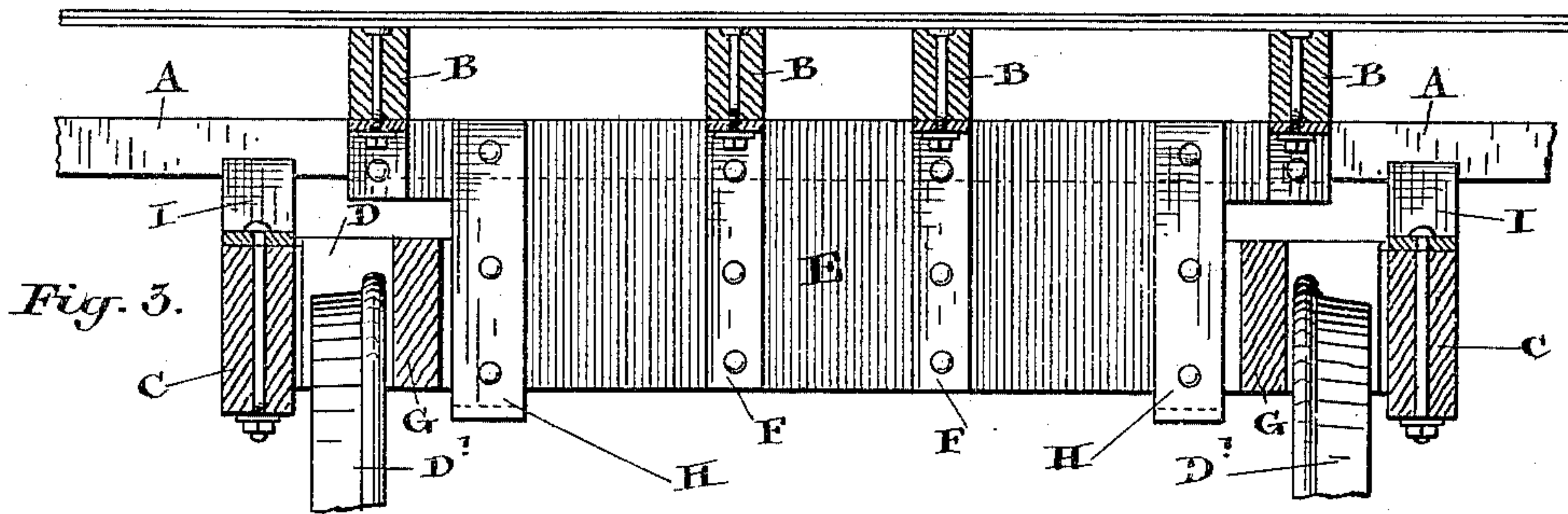


Fig. 3.

Witnesses.

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THOMAS L. WILSON, OF PORT HOPE, ONTARIO, ASSIGNOR OF ONE-HALF TO
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RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 277,819, dated May 15, 1883.

Application filed February 15, 1883. (No model.)

To all whom it may concern:

Be it known that I, THOMAS LAVERICK WILSON, a subject of the Queen of Great Britain, residing at the town of Port Hope, in the county of Durham, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Railroad-Cars, of which the following is a specification.

The object of the invention is to provide a device which will effectually prevent the car-truck from sluing more than is necessary to permit the truck to follow the curves in the track; and it consists in the special construction and combination of parts, all as hereinafter more fully described and claimed.

Figure 1 is a perspective view, showing the body-bolster of a car, the longitudinal timbers of the bottom of a car, the truck-transom timbers, and the brackets arranged in connection therewith and constituting my invention. Fig. 2 is a plan of the same, and Fig. 3 is a cross-section of the same parts.

A is the body-bolster. B are the longitudinal timbers of the bottom of the car. C are the truck side timbers. D is the truck-transom. D' are the wheels.

E is a boiler-plate sheet about three-eighths of an inch in thickness, eighteen inches deep, and about five feet long. This sheet has riveted or otherwise rigidly fastened to it the brackets F, the upper arms of which are bolted securely to the longitudinal timbers B. It will be noticed that the sheet E fits between the framing-pieces G of the truck and extends to the bottom of the same.

H are truss plates or bars, riveted or otherwise rigidly fastened to the sheet E, and extending below the bottom of the said sheet, the portion of the bar or truss plates H which extends below the sheet E being turned at right angles, so as to project below the bottom of the truck-transom D. The distance between the bent ends of these plates and the transom is sufficient to permit the free vertical movement of the car upon its springs, but is so limited that the bent ends of the plates H will come in contact with the bottom of the truck-transom D should the car attempt to jump out of the center plate. I may also mention here that the distance from the surface of the

sheet E to the transom-timbers of the truck is sufficient to allow the truck to follow the ordinary curves of the road; but should the truck jump off the track the truck-transom will come in contact with the sheet E, which is materially strengthened by the brackets F and truss-plates H, making it sufficiently rigid to resist the strain which would be exerted against it by the truck coming thus in contact with it, and consequently the truck is effectually prevented from sluing.

In order to relieve the sheet E and assist it in resisting the strain exerted against it when the truck leaves the track, I provide the brackets I, which are rigidly bolted to the top of the truck side timbers, C, in such a position that the body-bolster of the car will come in contact with them simultaneously with the truck-transom striking the plate E.

While I am satisfied that it will be found preferable to adopt a boiler-plate sheet strengthened as specified, it will of course be understood that the object of my invention could in a great measure be attained by providing brackets F of sufficient strength to act by themselves.

Although I have described my device as applied simply to a car-truck, it will of course be understood that an engine-truck, a tender-truck, or any other kind of truck used in any kind of rolling-stock might be provided with a similar device.

What I claim as my invention is—

1. In a railroad-car provided with trucks, a boiler-plate sheet having brackets rigidly bolted to its surface, the upper arms of the said brackets being set at right angles to the sheet and bolted to the longitudinal timbers of the car, in combination with two or more bars rigidly fastened to the same boiler-plate sheet at or near either end thereof, and having their lower ends, which project below the sheet, bent at right angles and arranged to fit below the truck transom or timbers, substantially as and for the purpose specified.

2. In a railroad-car provided with trucks, the elbow-brackets F, secured to the longitudinal timbers of a car and to a vertical transverse plate, E, the truss-plates H, rigidly secured to said plate E, and having arms which

extend under the transom or other timber of the truck, all combined and operating as set forth.

3. In a railroad-car provided with trucks,
5 the combination of the plate E, brackets F, secured rigidly thereto and to the longitudinal timbers B of the car, the plates H, having arms which extend under the truck-timbers,

and the framing-pieces G of the truck, arranged on either side of the plate E, as and for the purposes set forth.

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Witnesses:

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