

(No Model.)

A. C. OEHRLE.

CAR TRUCK.

No. 379,905.

Patented Mar. 20, 1888.

Fig. 1.

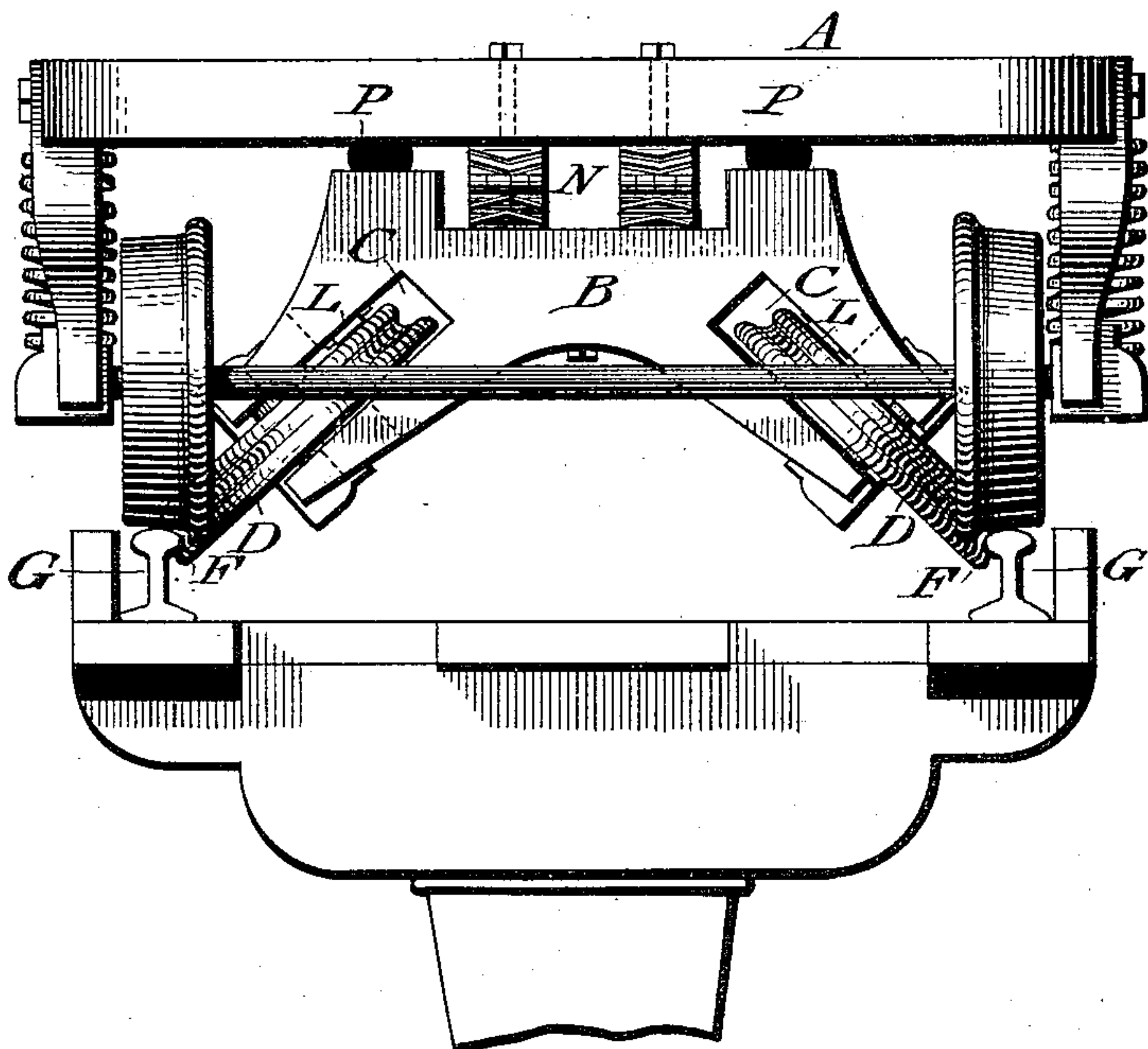
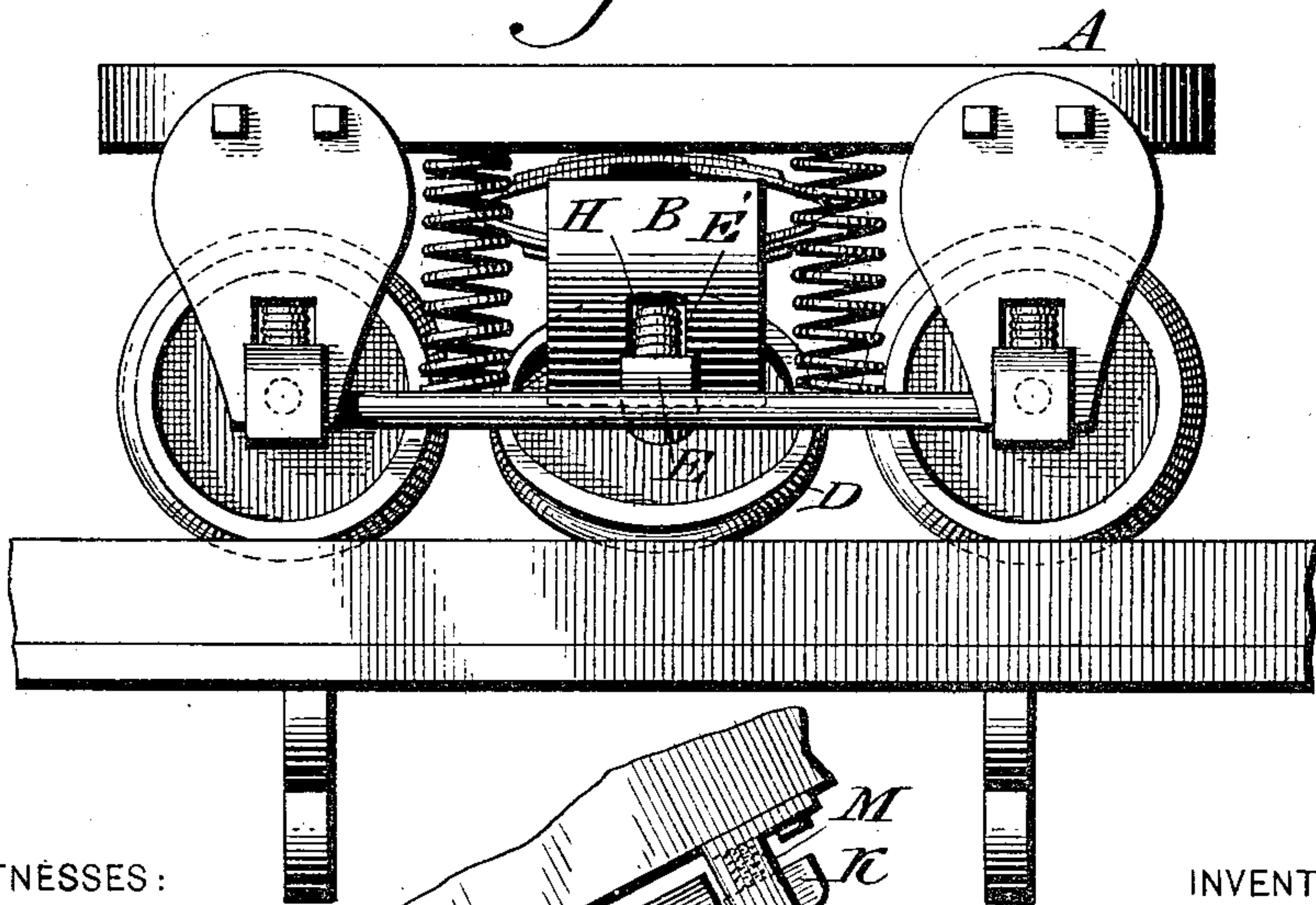


Fig. 2.



WITNESSES:

P. F. Ingle.
Jas. F. Kelly.

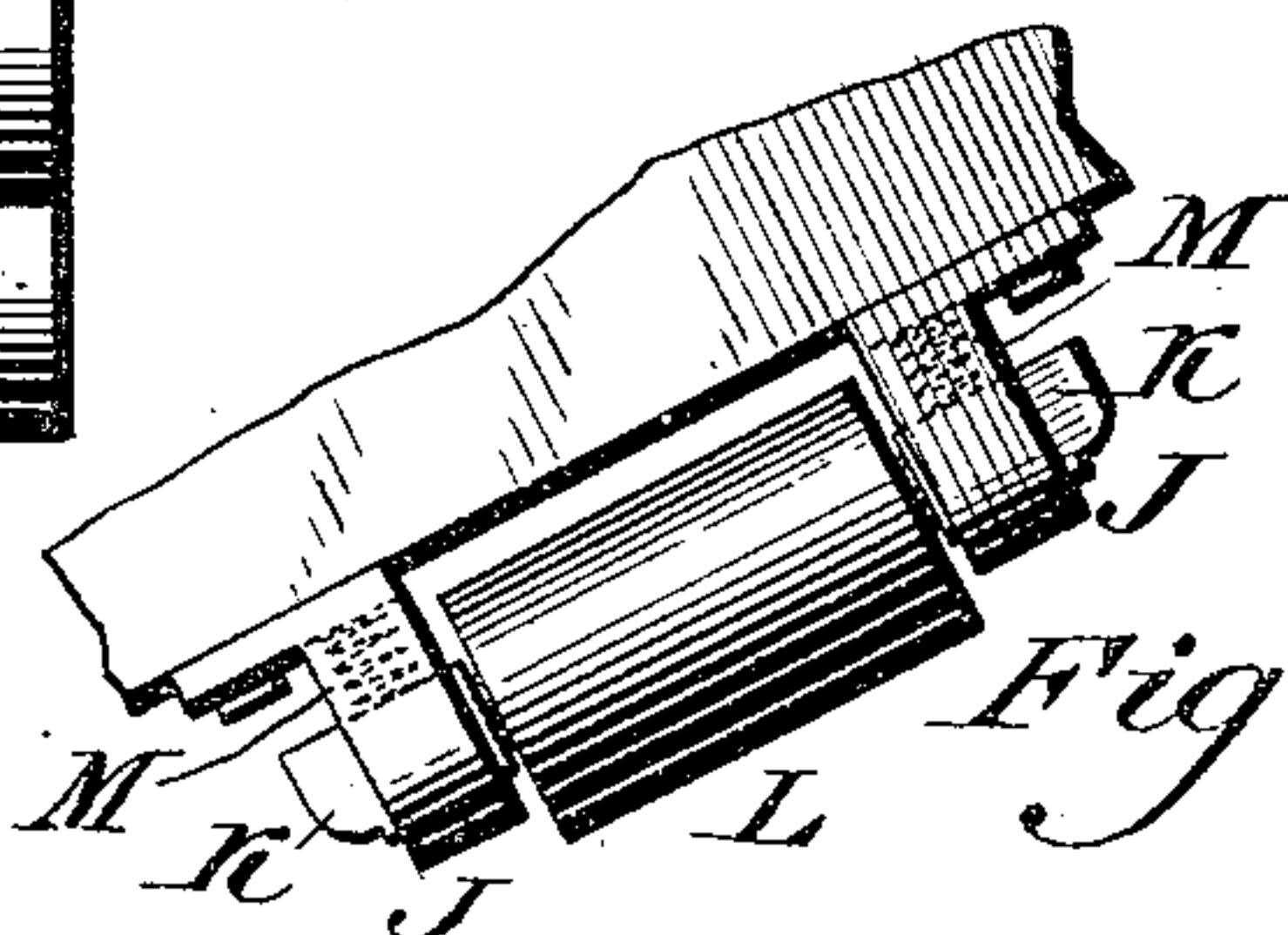


Fig. 3.

INVENTOR.

Albert C. Oehrle
by *Attorneys,*
Dieterheim & Fischer

Book

UNITED STATES PATENT OFFICE.

ALBERT C. OEHRLE, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE
AMERICAN PNEUMATIC RAILWAY COMPANY, OF TENNESSEE.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 379,905, dated March 20, 1888.

Application filed June 23, 1887. Serial No. 242,237. (No model.)

To all whom it may concern:

Be it known that I, ALBERT C. OEHRLE, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Car-Trucks, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a car-truck provided with means for preventing the same from leaving the tracks, as will be hereinafter fully set forth.

Figure 1 represents an end view of a car-truck embodying my invention. Fig. 2 represents a side elevation thereof. Fig. 3 represents a side elevation of a detached portion thereof, on an enlarged scale.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A represents a car-truck, which, excepting the features of my invention applied thereto, is of usual construction.

B represents a hanger, which is freely connected with the floor or sills of the truck, and depends from the center thereof, and has in its sides the recesses C, which extend obliquely or in diverging directions from top to bottom and receive the guiding and receiving wheels D D, whose journals are mounted in boxes E, the latter being freely fitted in recesses E' in the lower ends of the sides of the hanger B, it being noticed that said wheels extend obliquely and are flanged on their inner sides, the flanges F being in contact with the under sides of the heads of the tracks G on which the truck is run.

Springs H are interposed between the boxes E and the top walls of the recesses E', for forcing the wheels D against the track, and permitting said boxes to yield when the wheels are subjected to upward strain.

To the sides of the walls of the recesses C are secured brackets or bearings J, which are recessed to receive boxes K, in which are mounted the journals of friction-rollers L, which, as will be seen, are in contact with the opposite sides of the wheels D, the journals of said rollers being at a right angle to the journals of wheels D.

Interposed between the boxes K and the back or inner walls of the bearings J are

springs M, which force the rollers L in contact with the sides of the wheels and yield when said rollers are subjected to strain.

It will be seen that, owing to the engagement of the wheels D with the tracks, the truck or car is prevented from displacement or jumping the tracks. Should the wheels be subjected to peripheral pressure due to lateral swaying of the car or curvature of the tracks, the boxes yield and the wheels are thereby relieved, owing to the rollers L.

Should the wheels be subjected to strain when the car is in motion, it is resisted by the rollers, and thus the wheels are sustained and their journals prevented from being wrenched from their bearing, or boxes, the rollers L also being adapted to yield when strain thereon is more than normal. Furthermore, as the hanger is freely connected with the truck, it also is permitted to yield, it being noticed that springs N and buffers P are interposed between the hanger and the floor or sills of the truck.

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

1. A car-truck having the hanger B, with recesses C and E', the wheels D, having their journals in boxes E in said recesses E', and springs H, interposed between the said boxes E and the top walls of said recesses E', substantially as and for the purpose set forth.

2. A car-truck having the hanger B, with oblique wheels mounted thereon, and the springs N and buffers P, interposed between said truck and hanger, substantially as and for the purpose set forth.

3. A hanger having wheels and rollers mounted thereon at a right angle to each other, the wheels being oblique to the car-wheels, and the rollers on opposite sides of the wheels, said parts being combined and operating substantially as and for the purpose set forth.

4. In a truck having a hanger, B, and wheels D, substantially as described, the friction-rollers L, bearings J, journal-boxes K', and springs M, combined and operating substantially as described.

ALBERT C. OEHRLE.

Witnesses:

JOHN A. WIEDERSHEIM,
JAS. F. KELLY.