No. 616,264. Patented Dec. 20, 1898.

S. H. SHORT.

CAR TRUCK EQUIPMENT.

(Application filed Nov. 15, 1897.)

(No Model.)

Fig. 1.

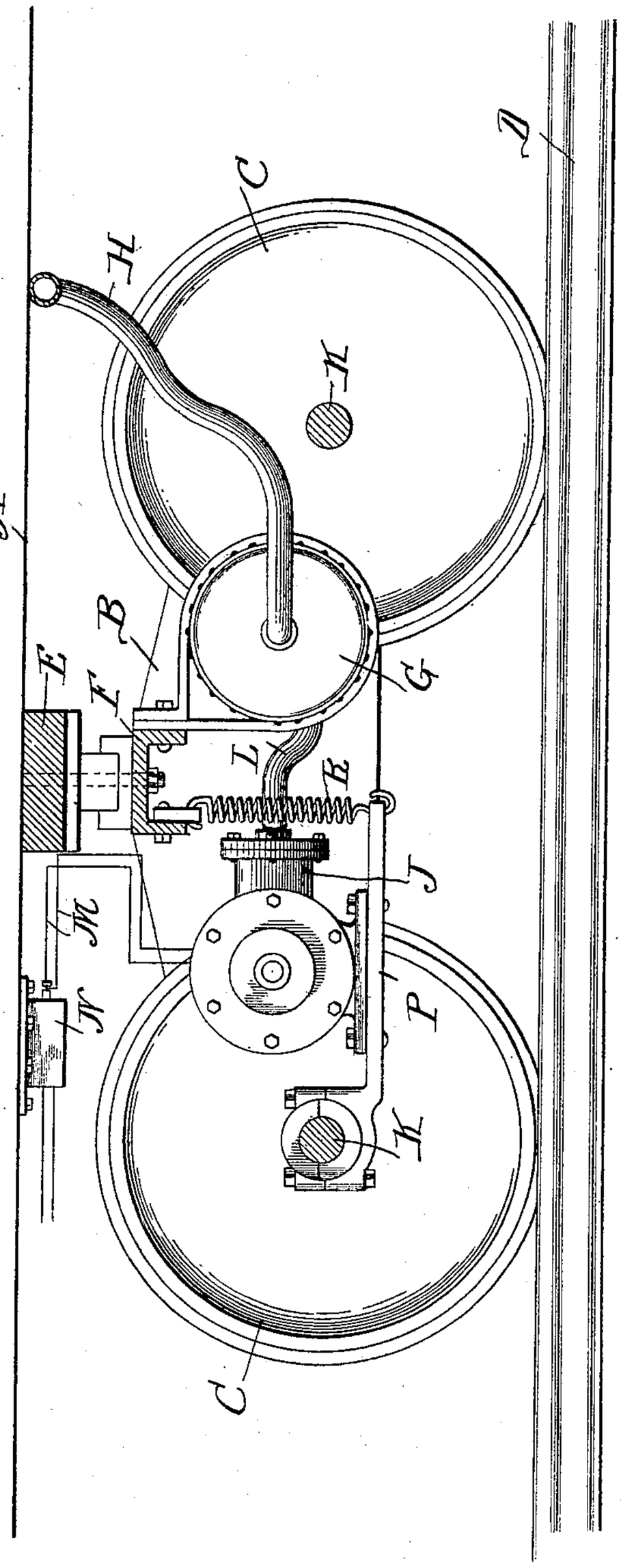
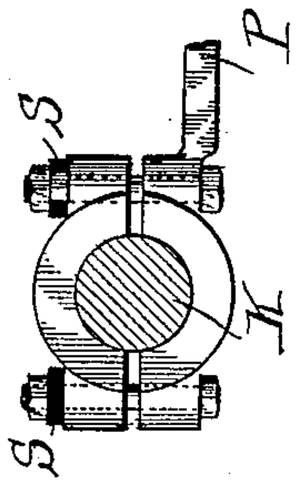


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

SIDNEY H. SHORT, OF CLEVELAND, OHIO.

CAR-TRUCK EQUIPMENT.

SPECIFICATION forming part of Letters Patent No. 616,264, dated December 20, 1898.

Application filed November 15, 1897. Serial No. 658,639. (No model.)

To all whom it may concern:

Be it known that I, SIDNEY H. SHORT, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Car-Truck Equipment, of which the following is a specification.

This invention relates to car-truck equipments.

The object of the invention is to provide means for efficiently supporting the air-compressor upon car-trucks.

The invention consists, substantially, in the construction, combination, location, and relative arrangement of parts, all as will be more fully hereinafter set forth, as shown in the accompanying drawings and finally specifically pointed out in the appended claims.

In the drawings, Figure 1 is a longitudinal sectional view of parts, in side elevation, of a truck equipment embodying the principles of my invention. Fig. 2 is a detail view, in section, of the truck-axle bearing for the compressor-support.

Reference sign A designates the car-body; B, one of the swivel-trucks of a double-truck frame; C, the traction-wheels; K, the truck-axles, and D the service-rails. The car-body is supported on cross-beam E, which in turn is swivelly supported on bolster F of truck B. Suitably supported upon truck B or the bolster F thereof is the air-reservoir G, from which air-pressure is supplied for service to the brake or controlling mechanisms of the car or train through pipe H. Air-pressure is supplied to reservoir G by air-pump J through pipe connection L. Air-pump J may be driven in any suitable manner, as by means of a small electric motor, (not shown,) to which current may be supplied through wires M. The motor-circuit M may include any suitable or convenient automatic regulator (indicated at N) and arranged to automatically start and stop the air-pump motor according to the pressure in reservoir G in any usual or well-known manner.

In order that the air-pump may be relieved of shocks and jars imparted by the truck-wheels pounding on the rail-joints and also to prevent the jar and noise created by the operation of such pump from being transmitted to the car-body and passengers, I provide the following arrangement for mounting the pump: A frame P is suitably journaled at one end upon one of the truck-axles K and at the other end thereof is yieldingly supported from the truck-frame or the bolster F thereof—as, for instance, by means of spring R, suitably suspended from said bolster F—and upon this frame P the pump is mounted. If desired, and in order to still further insure the accomplishment of the desired objects, the frame P may also be yieldingly suspended from its bearing on axle K, as indicated at S, Fig. 2. It is also obvious that the desired results may be attained by wholly suspending frame P from the truck-frame instead of partially from the truck-frame and partially from the axle.

From the foregoing description it will be seen that the shocks and noise produced by the action of air-pump J are taken up in the spring-supports or suspension of said supporting-frame P. It will also be seen that by the spring suspension above described the shocks or jars produced by the truck-wheels pounding on the rail-joints or the like are not transmitted to the pump.

Many variations in the specific details of construction and arrangement would readily suggest themselves to persons skilled in the art and still fall within the spirit and scope of my invention; but

What I claim as new and useful and of my own invention, and desire to secure by Letters Patent of the United States, is—

1. The combination with a truck-frame, an air-reservoir mounted thereon, an air-compressor yieldingly suspended from said truck-frame a flexible pipe connection delivering from said compressor to said reservoir, and means independent of the truck-axle for operating said compressor, as and for the purpose set forth.

2. The combination with a truck, an air-reservoir supported thereon, a frame yieldingly suspended from said truck, an air-compressor carried by said frame and delivering into said reservoir and means independent of the truck-axle for operating said compressor, as and for the purpose set forth.

3. The combination with a truck and its

supporting-axles, a reservoir carried by said truck, a frame loosely journaled at one end on one of said axles, means for yieldingly suspending the other end of said frame from the truck, an air-compressor mounted on said frame, and a pipe delivering from said compressor to said reservoir, as and for the purpose set forth.

4. The combination with a truck and its supporting-axles, an air-reservoir supported by said truck, a frame, means for yieldingly suspending one end of said frame from one of said axles, means for yieldingly suspending the other end of said frame from the truck, an air-compressor mounted on said frame, and a pipe delivering from said compressor to said reservoir, as and for the purpose set forth.

5. The combination with a car-body, of a truck, an air-reservoir carried by said truck, an air-compressor, and yielding means for wholly supporting said air-compressor upon said truck and independent of the car-body, as and for the purpose set forth.

In witness whereof I have hereunto set my hand, this 12th day of November, 1897, in the presence of the subscribing witnesses.

SIDNEY H. SHORT.

Witnesses:
M. A. KENSINGER,
JOHN J. BEVER.