

No. 644,091.

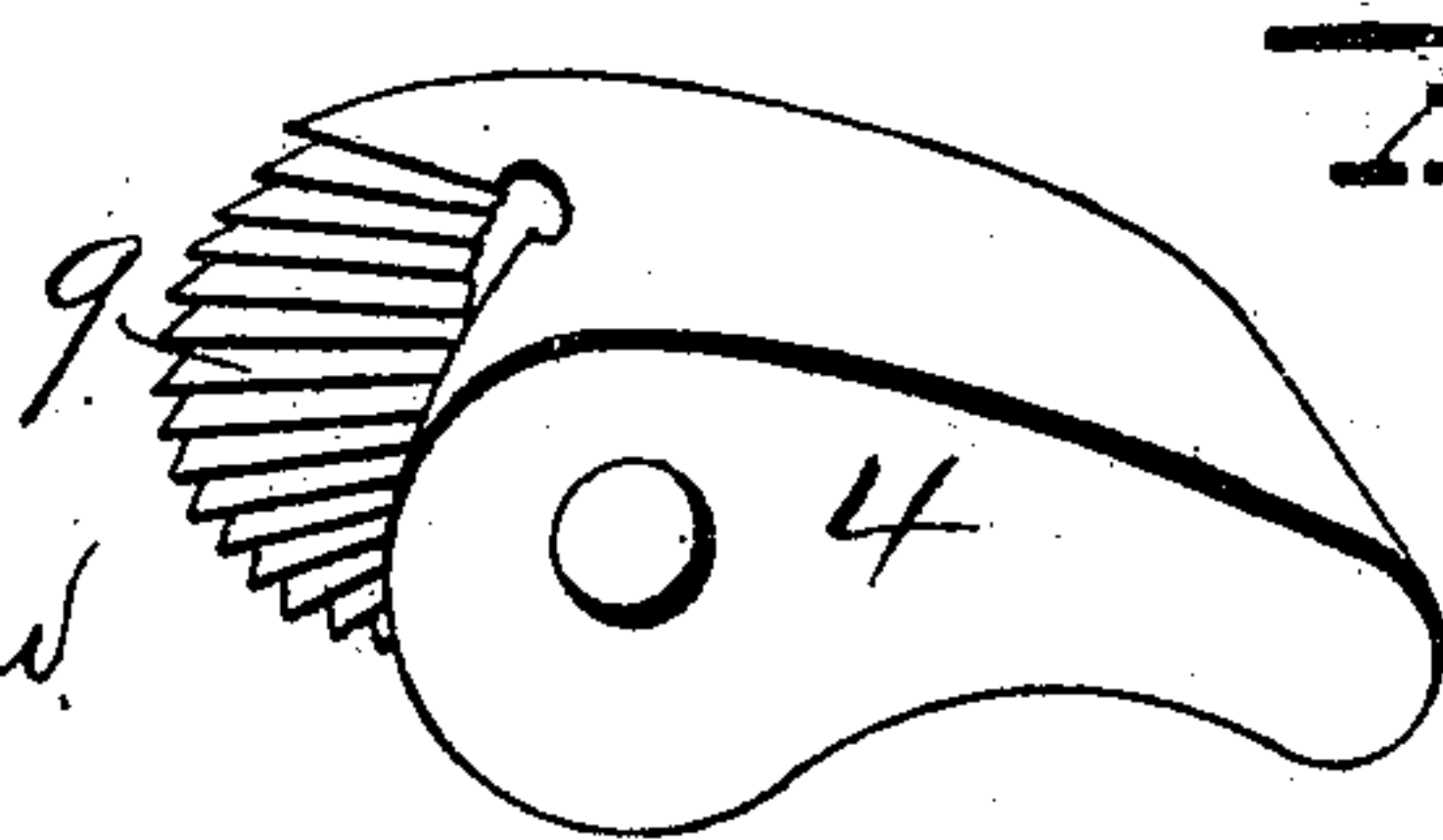
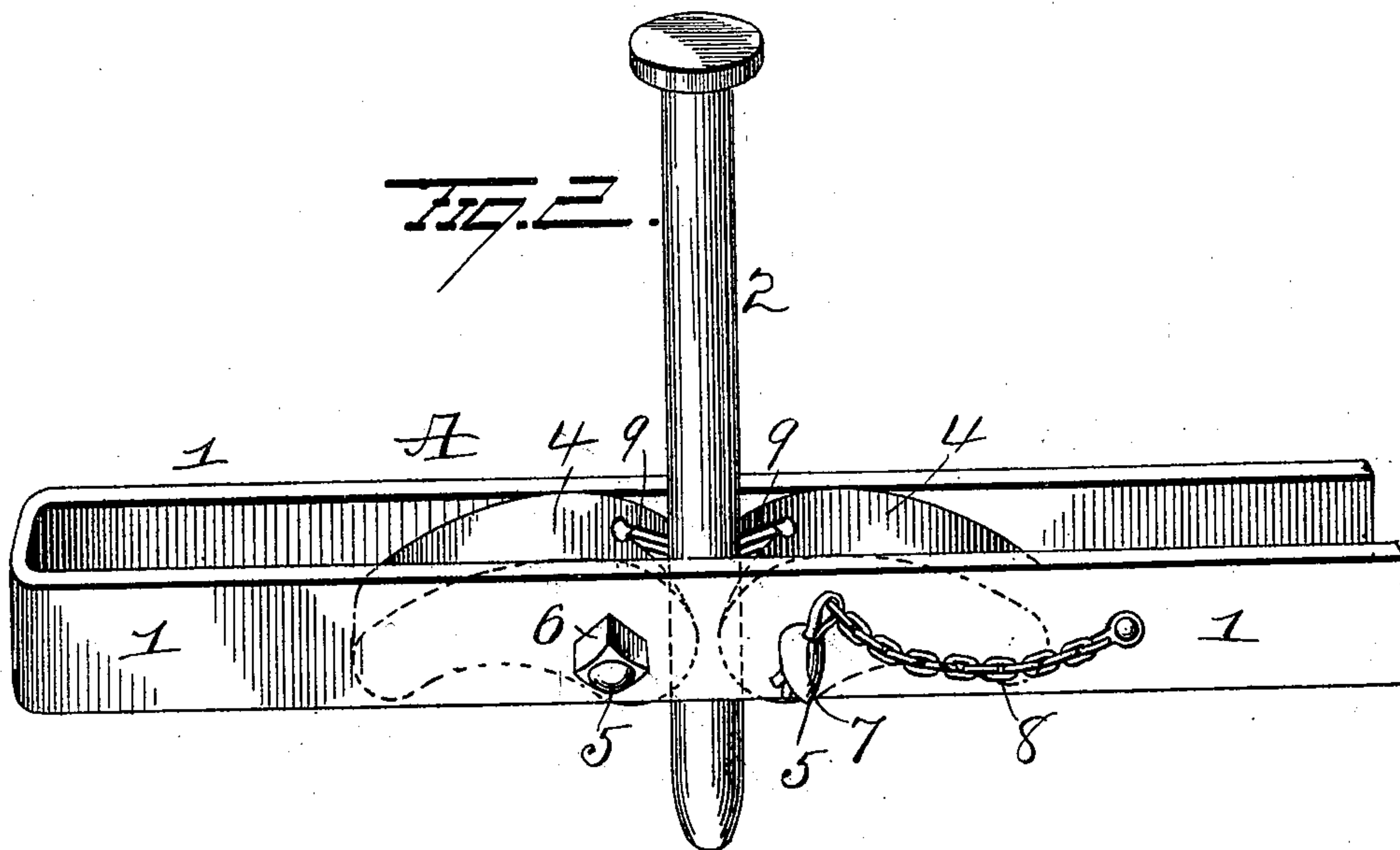
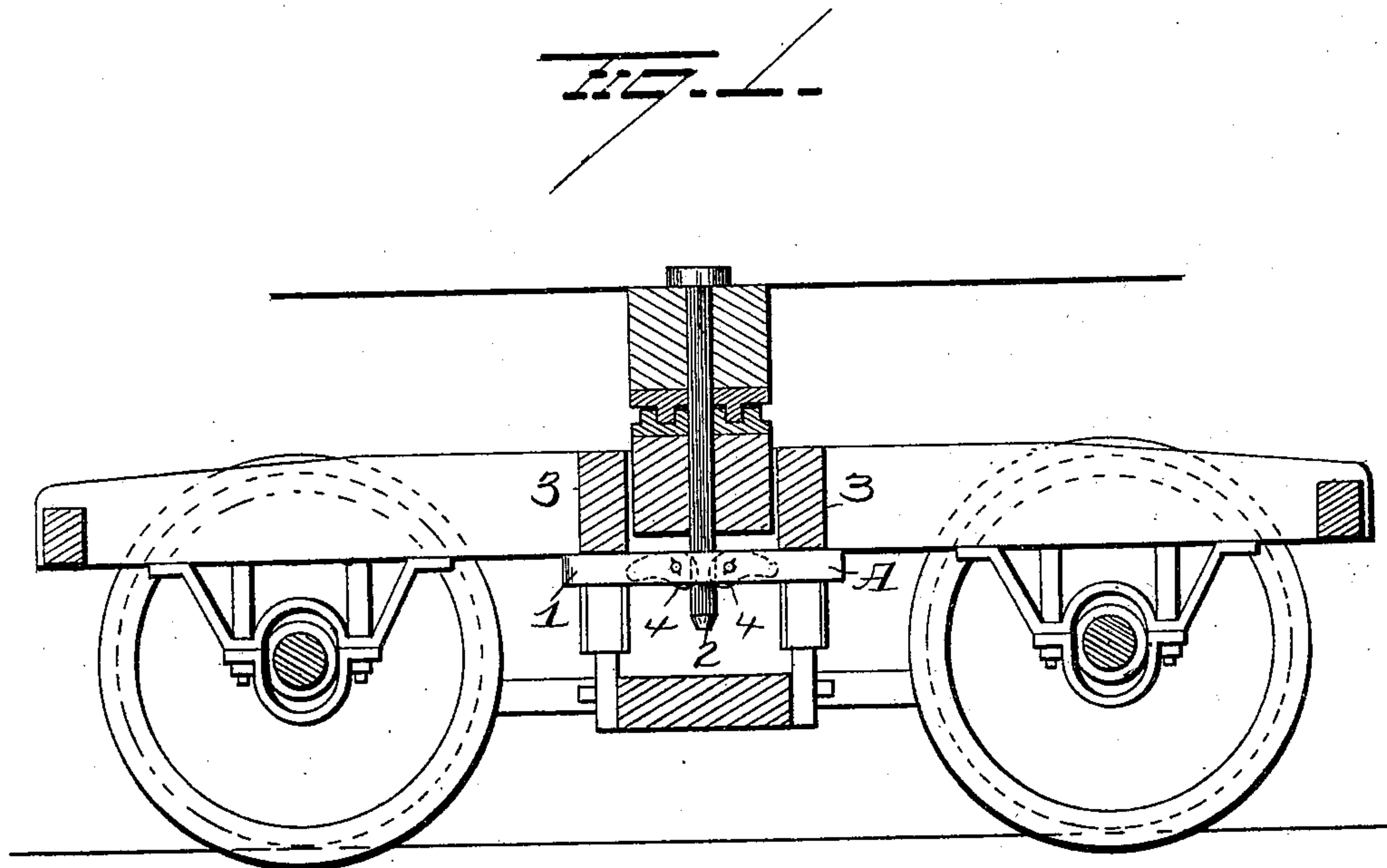
Patented Feb. 27, 1900.

W. H. PEARSON.

DEVICE FOR LOCKING TRUCKS TO CAR BODIES.

(Application filed May 31, 1899.)

(No Model.)



WITNESSES
E. J. Nottingham
G. F. Downing.

INVENTOR
W. H. Pearson
By H. A. Seymour
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM H. PEARSON, OF BOSTON, MASSACHUSETTS.

DEVICE FOR LOCKING TRUCKS TO CAR-BODIES.

SPECIFICATION forming part of Letters Patent No. 644,091, dated February 27, 1900.

Application filed May 31, 1899. Serial No. 718,909. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. PEARSON, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and
5 useful Improvements in Devices for Locking Trucks to Car-Bodies; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-
10 pertains to make and use the same.

My invention relates to an improvement in devices for locking trucks to car-bodies, the object of the invention being to provide simple and efficient means for supporting car-
15 trucks in their normal position relative to the car-body during the process of lifting the latter from a derailed position to the tracks.

With this end in view my invention consists in certain novel features of construction
20 and combinations of parts, as will be hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a view of my invention applied in
25 its operative position. Fig. 2 is a detached view of same, and Fig. 3 is a detached view of one of the cams.

A represents a frame, preferably of elongated U shape, the side members 1 1 of which
30 are parallel and are separated sufficiently for the free passage of a king-bolt 2 between them. The frame A is sufficiently long to extend well under the truck-transoms 3, and the side members 1 1 thereof are separated for
35 the free entrance between them of the king-bolt 2 and for the cams 4 4, which latter are pivotally mounted in said frame with their inner or cam faces adjacent to the center of said frame and in a position to engage the op-
40 posite sides of said bolt, so that when the cams which, as before stated, are in contact with the king-bolt the ends of frame A rest under the transoms 3 and form a seat for the same. The cams 4 4 are mounted on bolts 5 5, which
45 latter are held against accidental displacement by nuts 6, secured onto the ends of the bolts or by locking-pins 7 passed through holes in the bolts, said locking-pins being connected to the adjacent members of the frame
50 A by suitable chains 8, whereby their loss or accidental displacement is prevented. The adjacent ends of cams 4 4 are each provided

with a V-shaped serrated jaw 9, located eccentric to the axis of said cams, between which
the king-bolt 2, carried by the car-body, is to
55 be gripped. The serrated faces or jaws 9 of the cams are so constructed that the weight of the free or longer ends of said cams or a downward pull or pressure thereon tends to clamp the king-bolt firmly, and it will also be
60 seen that an upward pull on the king-bolt, as would be the case when jacks are put under the car-body and the latter lifted, also tightens the cams against the king-bolt, so that in ap-
65 plying my device to a car it will be simply necessary to place the frame A under the transoms, with the cams thereon engaging the king-bolt and turn the cams sufficiently to engage the king-bolt.

The device above described is adapted to
70 rest when in its operative position against the bottom face of the truck-transoms, as before described, and in such a position as to receive and lock between its serrated jaws 9 9 the depending end of king-bolt 2, and as the
75 latter is secured at its upper end to the framework of the car-body it will be apparent that the entire truck will be supported during the operation of moving a car from a derailed po-
80 sition to the tracks and in such manner that said truck will be free to swing as occasion may require.

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

1. An attachment for supporting car-trucks from king-bolts, consisting of a frame and means mounted therein and adapted to en-
90 gage the king-bolt for locking said frame to the king-bolt below the truck-transoms.

2. An attachment for supporting car-trucks from king-bolts, consisting of a frame adapted to rest against the bottom face of the truck-transoms, and means carried by said frame and adapted to engage the king-bolt for lock-
95 ing said frame thereto.

3. An attachment for supporting car-trucks from king-bolts, consisting of a frame, and a pair of cams pivotally mounted therein and adapted to lock said frame to the king-bolt. 100

4. An attachment for supporting car-trucks by king-bolts, consisting of a slotted frame, and a pair of cams pivotally mounted in said frame, said cams being provided with ser-

rated jaws for the purpose of engaging the king-bolt.

5 5. An attachment for supporting car-trucks by king-bolts, consisting of a slotted frame, a pair of cams removably mounted in said slotted frame, and means for preventing the accidental displacement of said cams, substantially as and for the purpose described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM H. PEARSON.

Witnesses:

MARY E. REYNOLDS,
NICHOLAS D. CORBETT.