

No. 669,002.

Patented Feb. 26, 1901.

G. ROUY.
CAR TRUCK.

(Application filed June 27, 1900.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1

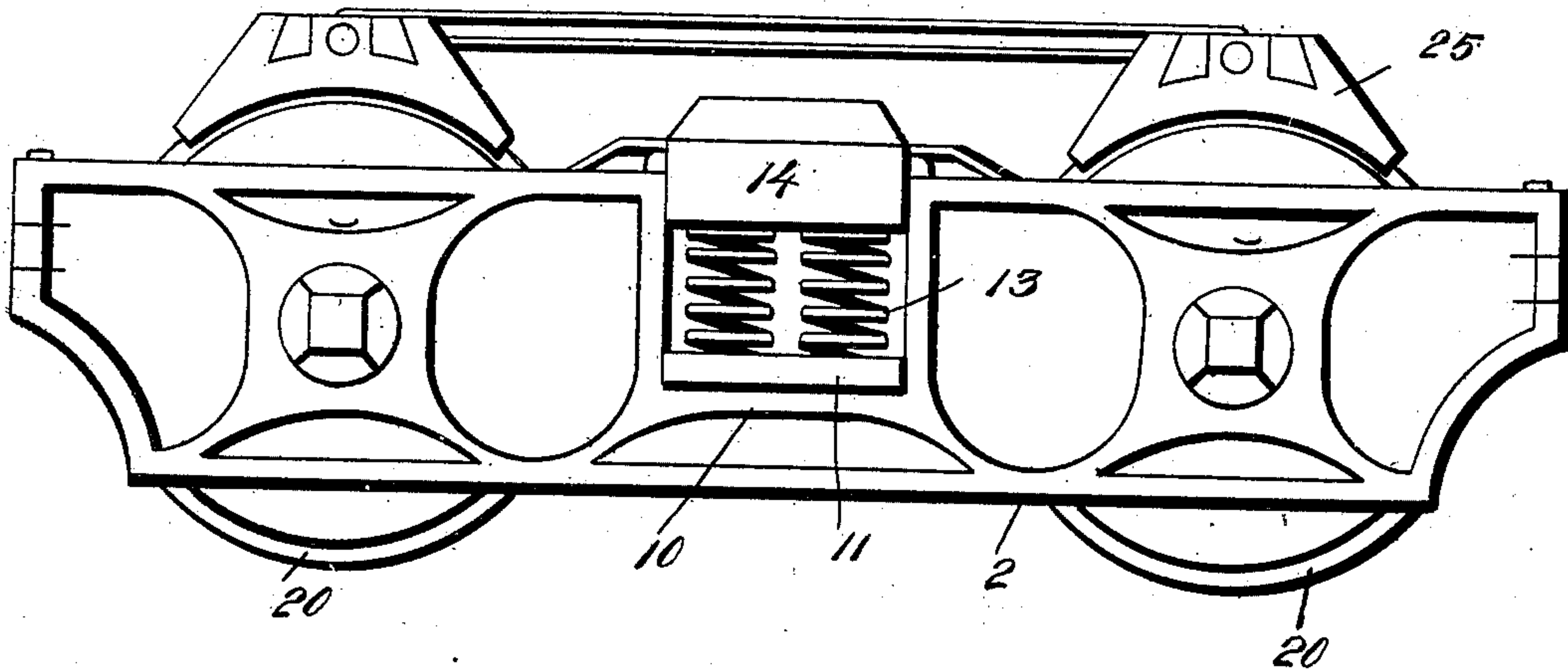
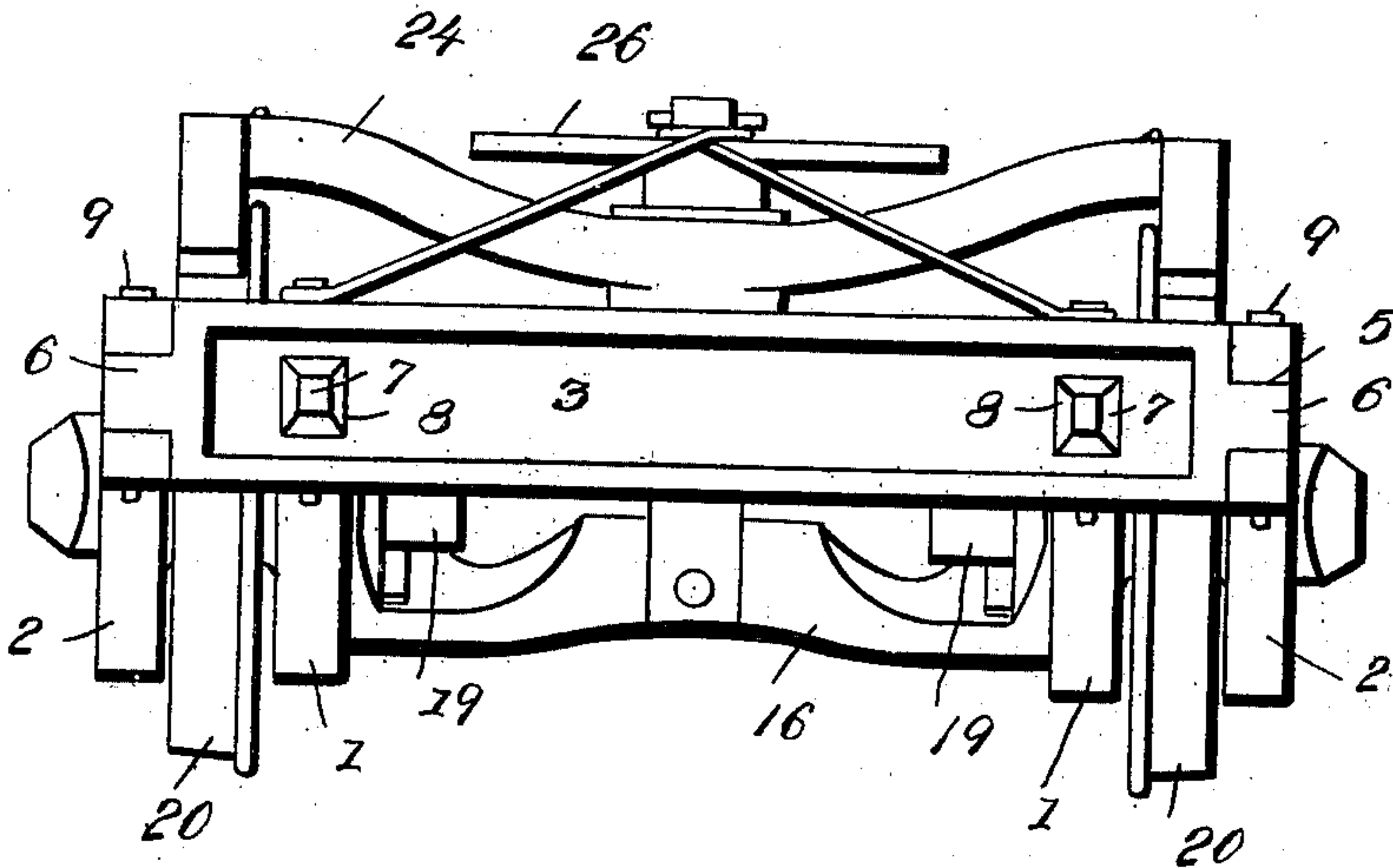


Fig. 2.



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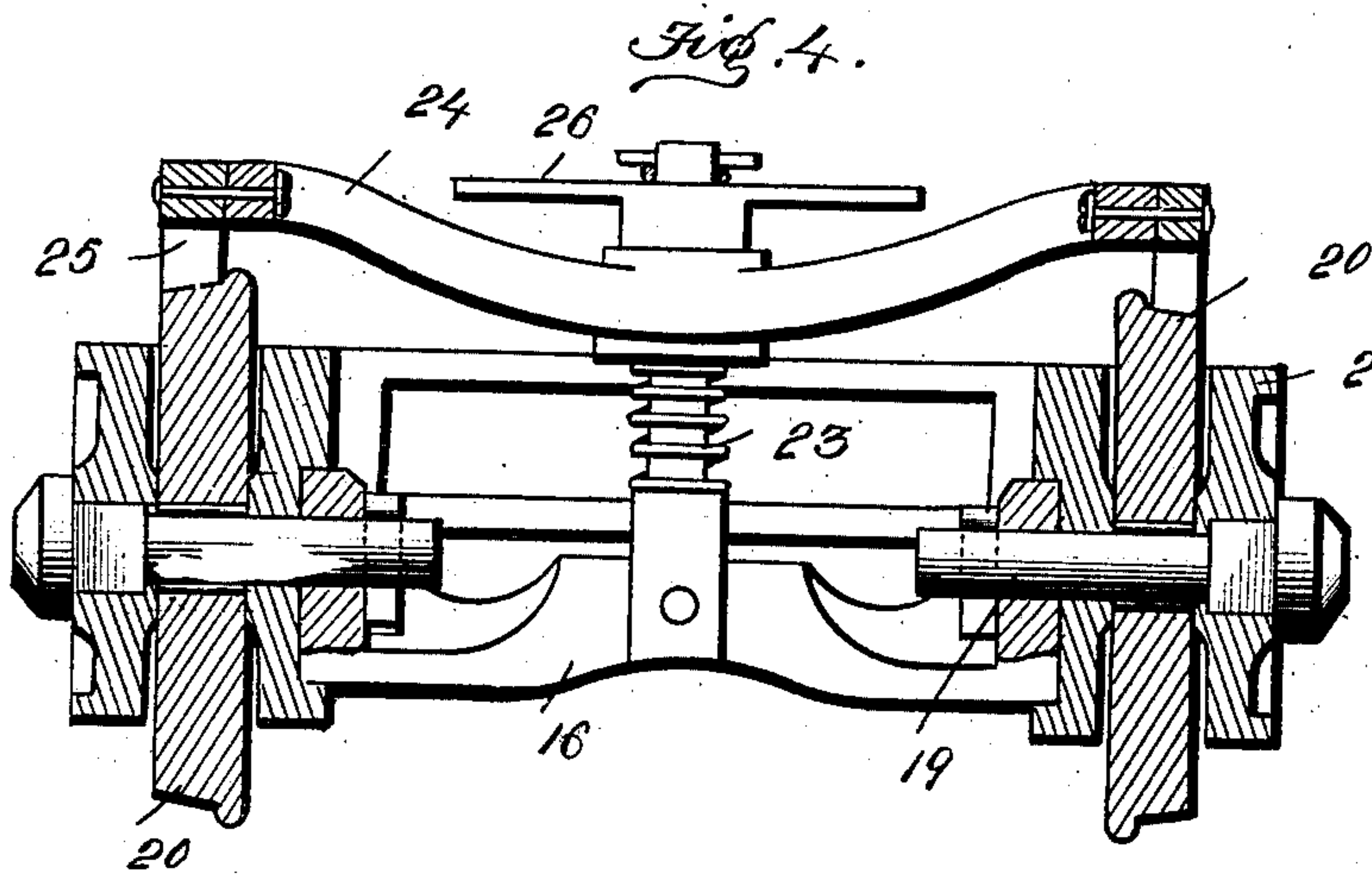
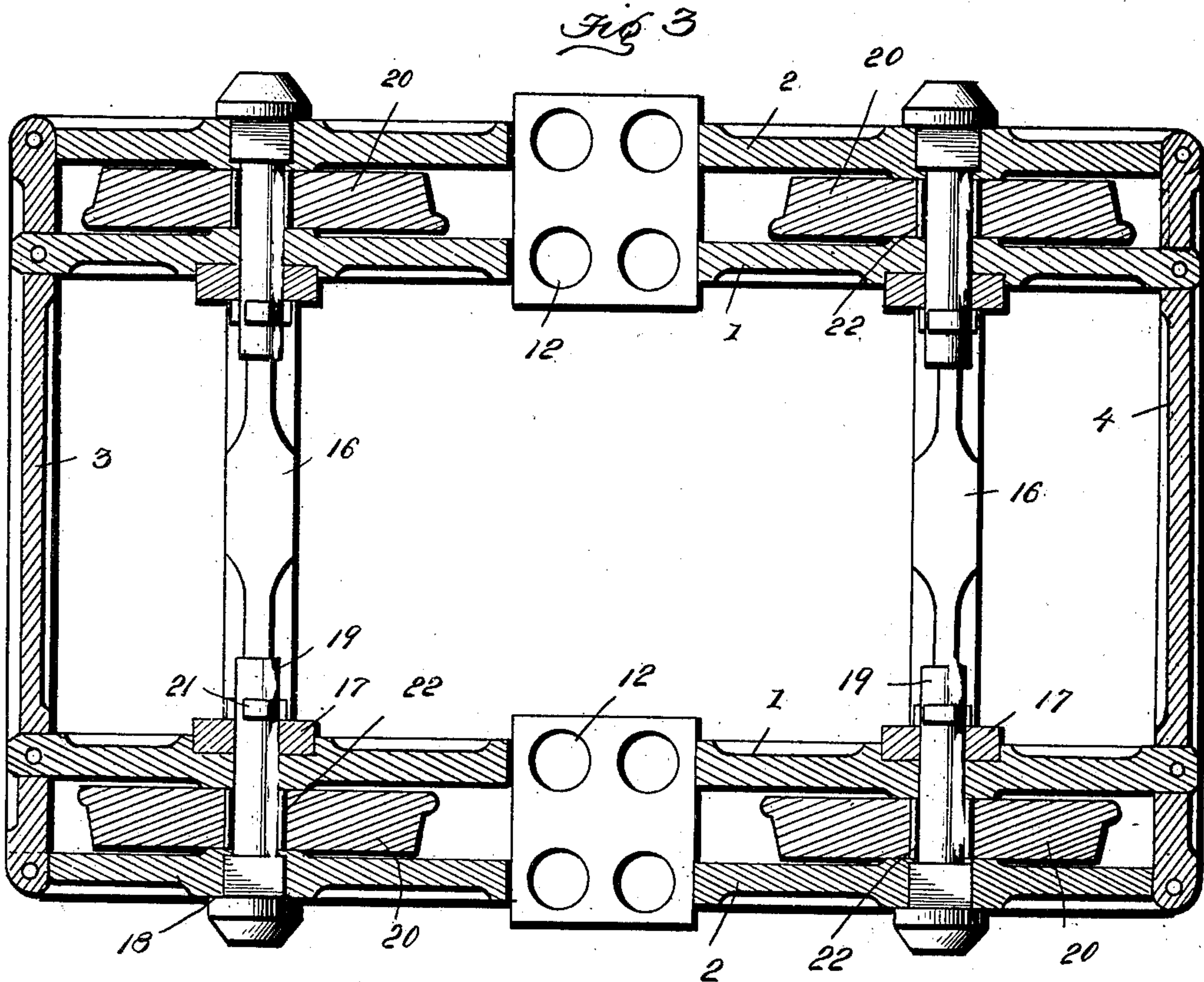
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UNITED STATES PATENT OFFICE.

GUSTAVE ROUY, OF EL PASO, TEXAS.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 669,002, dated February 26, 1901.

Application filed June 27, 1900. Serial No. 21,838. (No model.)

To all whom it may concern:

Be it known that I, GUSTAVE ROUY, a citizen of the United States, residing at El Paso, in the county of El Paso and State of Texas, have invented new and useful Improvements in Car-Trucks, of which the following is a specification.

My invention relates to trucks for railway-cars; and its objects are to provide a truck-frame of simple and durable construction the parts of which are connected together without the use of bolts, to provide an independent axial support for each of the wheels of the truck, to provide a spring-bolster and means for supporting the same, and generally to simplify and improve the construction of railway-trucks.

The invention is especially adapted for use in connection with the railway-brake disclosed in Letters Patent No. 530,460, granted to me under date of December 4, 1894, and I have shown in the drawings which accompany this specification a part of the brake mechanism covered by the Letters Patent above referred to.

The construction of the present improvements will be fully described hereinafter, and described in the appended claims, in connection with the drawings, in which—

Figure 1 is a side elevation of a truck embodying the invention. Fig. 2 is an end elevation of the same. Fig. 3 is a horizontal section of the truck, and Fig. 4 is a transverse vertical section of the same.

The frame of the truck comprises parallel longitudinal beams 1 and 2, arranged in pairs and constituting the sides of the frame, and transverse beams 3 and 4. The outer side beams 2 are formed at their ends with recesses 5 to receive lugs or tongues 6, formed on the ends of the cross-beams 3 and 4, and the ends 7 of the inner side beams 1 extend through openings 8, formed in the cross-beams 3 and 4, adjacent to the ends thereof. The ends of the several beams are secured in their assembled positions by vertical pins 9, which extend through suitable openings formed in the beams, as illustrated in Figs. 2 and 3, and by this construction I avoid the use of bolts for securing the parts of the frame together and the consequent annoy-

ance and danger incident to the loss or loosening of securing-nuts employed with bolts.

The side beams 1 and 2 are centrally recessed to form seats 10, upon which are supported plates 11, having recesses 12 on their upper faces to receive the lower ends of the coil-springs 13, the upper ends of which are supported in recesses formed on the under surfaces of the ends of a bolster 14. This bolster 14 forms a yielding support for the center bearing of the car.

15 and 16 designate cross-braces having their ends 17 projecting upwardly at right angles and formed with openings which register with openings 18 in the side beams 1 and 2 to form bearings for short axles 19, one for each wheel 20. The inner ends of the axles 19 are secured on the inner sides of the arms 17 by pins 21.

The wheels 20, as clearly illustrated in the drawings, are mounted upon the axles 19 between the side plates 1 and 2 and are provided with roller-bearings 22, which are interposed between the axles and the central hub-opening of the wheels.

The cross-braces 16 serve not only to brace the frame transversely and to connect the inner side beams 1, but also as supports for the brake mechanism, comprising vertical shafts 23, brake-beams 24, carrying the shoes 25, and the levers 26. Inasmuch as the brake mechanism forms no part of the present invention and is fully set forth in the Letters Patent above referred to, a detailed description of said mechanism is not required.

An important result of the construction above described is that when my improved brake is applied thereto the braking action is more direct and immediate, for the reason that the momentum of the short independent axles 19 is much less than it would be if said axles extended entirely across the truck. Again, the construction shown avoids the dangers incident to the breakage of axles, the roller-bearings avoid hot boxes, and the parts of the truck-frame may be readily assembled, thus permitting the renewal of any parts when required.

I claim—

1. A car-truck frame comprising parallel side beams arranged in pairs, and transverse

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end beams connected to the side beams, in combination with transverse braces secured to the inner side beams and serving as the supports for brake mechanism.

5 2. The combination with a car-truck frame, comprising parallel side beams arranged in pairs, and transverse end beams connected to the side beams; of transverse brace-bars having their ends projected upward and se-
10 cured to the inner side beams; axles projecting through openings in the side beams and the upwardly-extending ends of the brace-bars, and terminating slightly beyond said arms; and wheels mounted on said axles.

15 3. The combination with a car-truck frame, comprising parallel side beams arranged in pairs, the outer beam of each pair being recessed at its ends, and transverse end beams formed with tongues fitting the recesses in the
20 outer side beams and with openings through which the ends of the inner side beams extend; of short axles mounted independently in bearings formed in the side beams and se-

cured at their inner ends by pins or keys; and wheels mounted on said axles between the 25 outer and inner side beams.

4. The combination with a car-truck frame, comprising parallel beams arranged in pairs forming the sides of the frame, and trans-
verse end beams secured to the ends of the 30 side beams; of wheels mounted each upon an independent axle supported in the bearings of the side beams; transverse brace-bars having their ends projected upward at right an-
gles and formed with openings through which 35 the inner ends of the independent axles extend; pins or keys for securing the axles; and brake mechanism supported on said transverse brace-bar.

In testimony whereof I affix my signature 40 in presence of two witnesses.

GUSTAVE ROUY.

Witnesses:

JULES V. RIVIERE,
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