

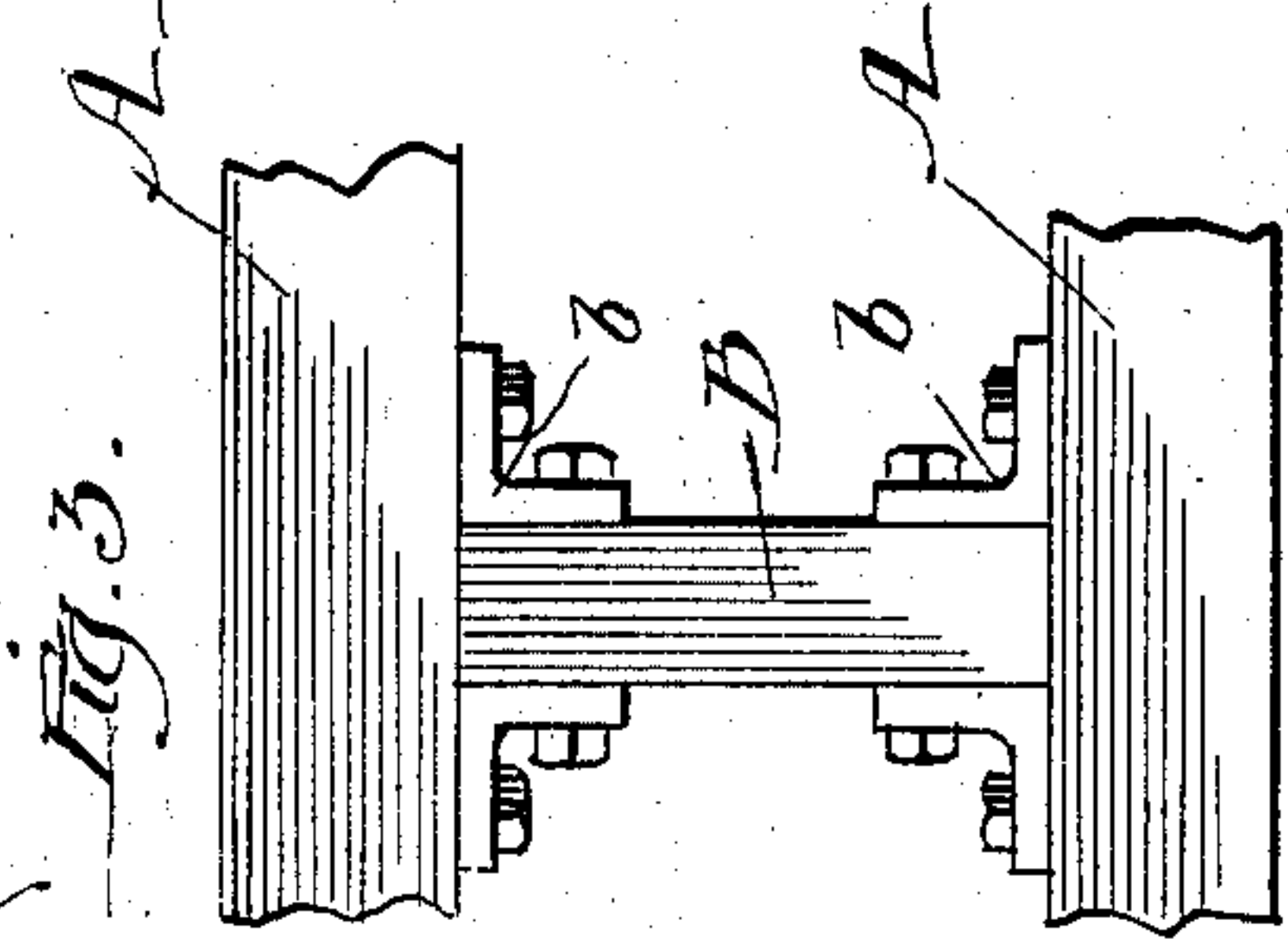
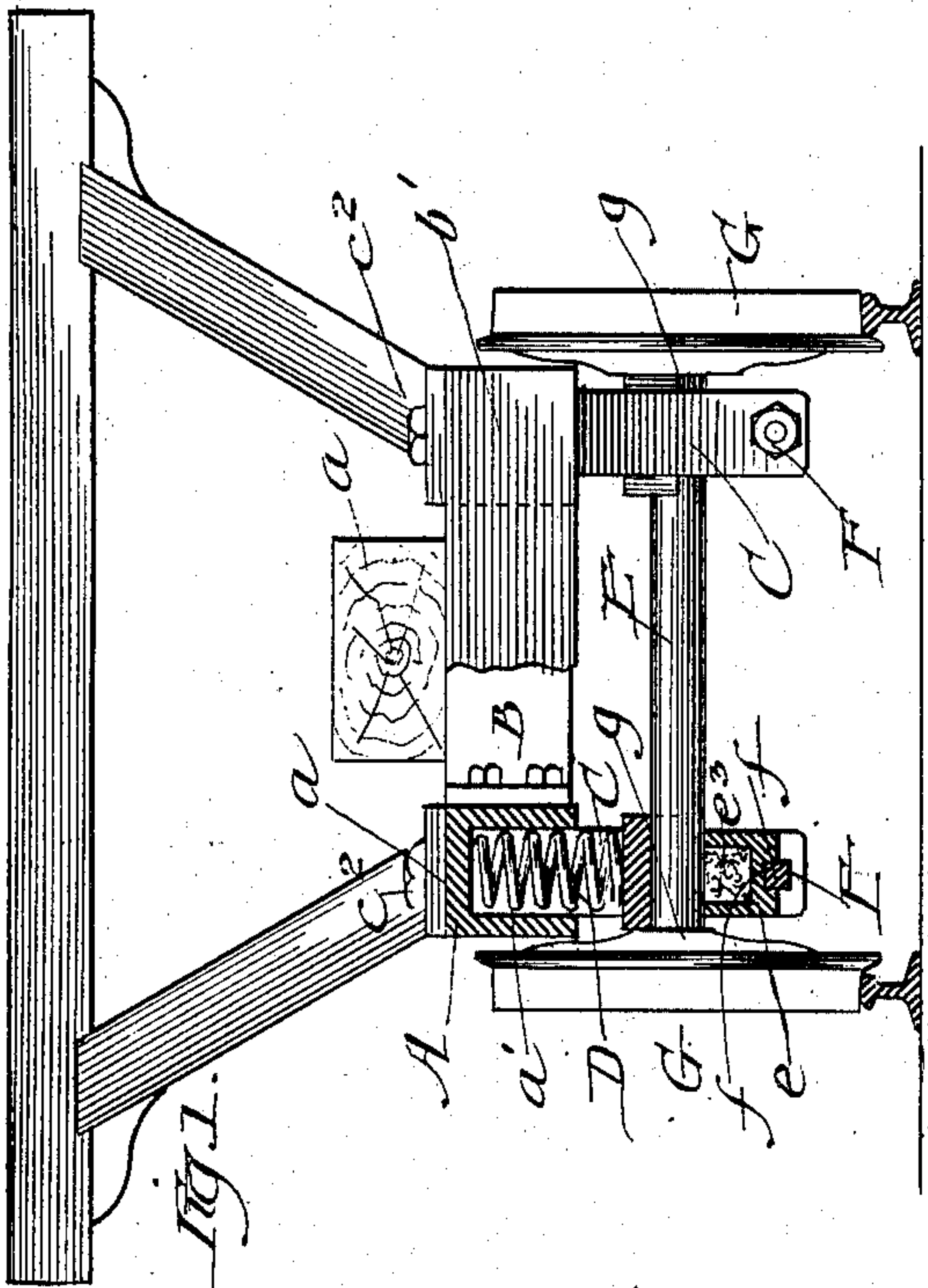
No. 757,280.

PATENTED APR. 12, 1904.

J. C. DEPEW.  
TRUCK.

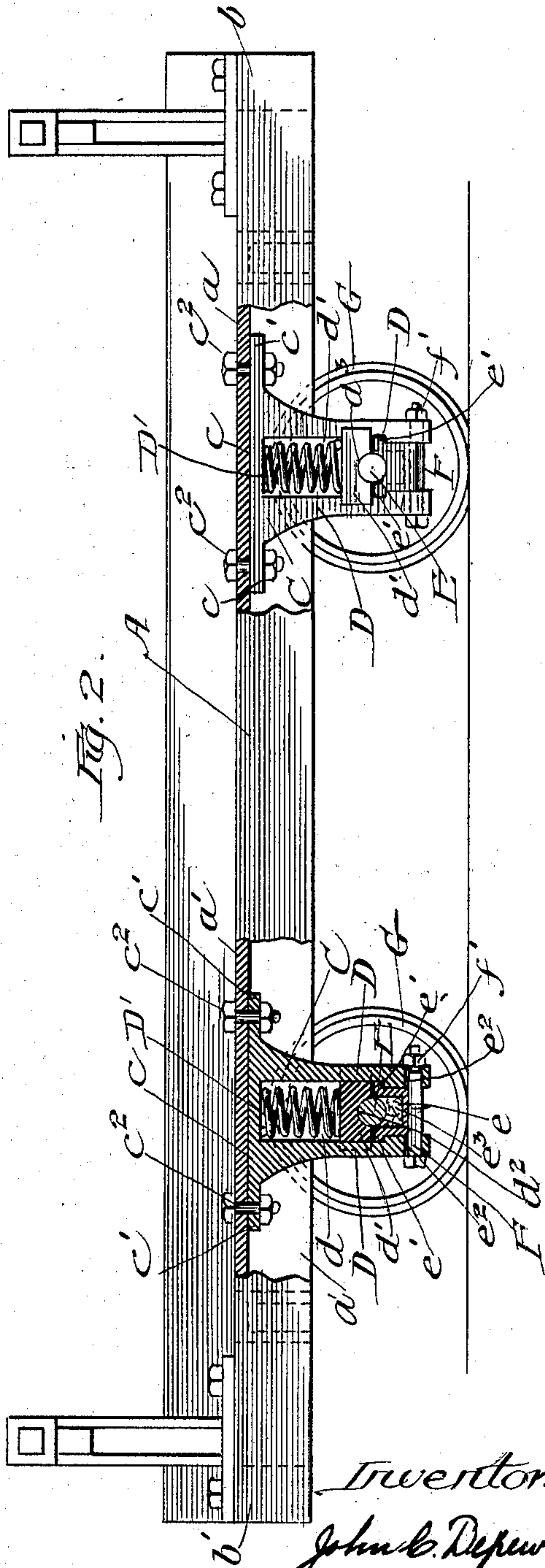
APPLICATION FILED DEC. 2, 1903.

NO MODEL.



Witnesses:

Frank Blanchard  
 Walter Banning.



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# UNITED STATES PATENT OFFICE.

JOHN C. DEPEW, OF CHICAGO, ILLINOIS.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 757,280, dated April 12, 1904.

Application filed December 2, 1903. Serial No. 183,484. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN C. DEPEW, a citizen of the United States, residing at Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

This invention relates to trucks for use on railroads, and is more especially intended for use with dump-cars, although it may be used for flat-cars, freight-cars, and other similar rolling-stock.

The object of the invention is to produce a truck which shall be strong and durable and which can be so mounted that it will be a short distance above the ground, which arrangement is very essential in the construction of dump-cars for use with steam-shovels or similar contrivances in that the lower down the hopper of the dump-car is the easier it is to fill and discharge. A further advantage lies in the fact that the total height of the car is thereby lessened, which enables the car to be drawn through low tunnels or excavations which would be impassable by cars of ordinary construction.

It is intended that the truck of the present invention will be so mounted that it will lie close to the ground and at the same time the strength and durability will not be sacrificed in any way.

The invention consists of the features of construction and combination of parts herein-after described and claimed.

In the drawings, Figure 1 is an end view, partly in section, of the truck of this invention; Fig. 2, a side view, partly in section, of the same; and Fig. 3, a detail of the frame of the truck, showing the method of securing the cross-sills to the side sills.

The truck of this invention is constructed to have side walls A, which are formed of inverted U-beams having their inner or channel faces downward, which arrangement provides a flat top face  $\alpha$  for securing thereto the body or flooring of the car, and side bars or beams  $\alpha'$ , which serve to sustain the weight of the car and enable the beams to sustain twice as much weight as an ordinary I-beam of the same dimensions. The side sills are connect-

ed together at suitable intervals by means of cross-sills B, likewise formed of inverted U-beams, and the side and cross sills are secured together by means of knees or angle-plates  $b$ , riveted or otherwise secured to the sills, which arrangement provides a framework of great strength and rigidity, upon which the flooring of the car may be mounted. The car is further provided with end sills  $b'$ , which may be likewise formed of U-beams or may be formed of timbers, if so desired.

The U-beams in the construction hitherto described are used not only to give great strength and rigidity to the truck, but also to enable the same to be mounted at the least possible height from the ground, and such a mounting is secured as follows: Within the channel in the side sills are located pedestals C, having flat upper faces  $c$ , terminating in flanges  $c'$ , which abut against the under face of the web or cross portions  $\alpha$  of the U-beams and are secured thereto by means of bolts  $c^2$ . The side faces of the pedestal lie between the side bars or plates of the U-beams and are firmly supported thereby against lateral movement by the contact therewith, so that it will be apparent that the entire pedestal will be rigidly supported within the U-beam in which it is located and at the same time may be easily removed therefrom or inserted thereinto. It will, moreover, be apparent that this arrangement brings the supporting-head of the pedestal almost on a line with the flooring of the car, thereby lowering the entire truck approximately the vertical thickness of the U-beam and at the same time providing a mounting for the journal which will be much stronger and at the same time more simple and readily adjustable than the journal-boxes and pedestals hitherto employed. The pedestals are formed to have two depending sections D, with an opening  $d$  between them, and within said opening is inserted a spring  $D'$ , bearing against a brass journal-block  $d'$ , having on its lower face a transversely-extending bearing-channel  $d^2$ , within which is mounted the journal E, upon which the truck rests, and below the journal is a journal-box  $e$ , provided at its upper end with outwardly-extending flanges  $e'$ , which flanges are adapted



to rest upon shoulders or ledges  $e^2$ , formed on the inner faces of the depending portions of the pedestal, and within the journal-box is a receptacle  $e^3$ , adapted for the containing  
 5 of grease, waste, or other lubricant material. The journal-boxes are held in place between the sections of the pedestal by means of bolts F, passing through the two sections and through a longitudinally-extending channel  
 10  $f$  in the lower face of the journal-box, and to allow a certain amount of play to the bolts the same are passed through elongated grooves or slots  $f'$  in the depending sections of the pedestal, thereby allowing sufficient play for  
 15 the journal-boxes.

At the ends of the journals exterior of the journal-boxes are wheels G, and said wheels are formed to have flat inner faces  $g$ , adapted to contact the outer faces of the pedestals and  
 20 journal-boxes contained therein, which arrangement prevents the lateral movement of the journals without altering their rotation, although it is apparent that other well-known means could be provided for preventing such  
 25 movement.

It will be apparent from the foregoing description that the journal-mounting of the present invention is extremely simple in construction and that at the same time it pro-  
 30 vides a firm and substantial mounting, which, moreover, will be resilient by reason of the fact that the journals are supported upon springs within the pedestals, which latter are rigidly supported at the most advantageous  
 35 point within the body of the side sills and at a point which will bring the body of the car down to its lowest position, thereby not only strengthening the entire framework of the car, but also enabling it to perform its func-  
 40 tions in the most advantageous manner.

What I regard as new, and desire to secure by Letters Patent, is—

1. In a truck, the combination of side sills, having channels on the lower faces, pedestals  
 45 secured within the channels and journals rotatably mounted within the pedestals, substantially as described.

2. In a truck, the combination of side sills, provided with channels on their under faces,

pedestals fixedly mounted within the channels 50 in the side sills, springs within the pedestals, journal-blocks adapted to bear against the springs and journals rotatably mounted upon the journal-blocks, substantially as described.

3. In a truck, the combination of side sills 55 formed from angle-beams, having a flat upper section and an angularly-disposed side section, pedestals secured to the under face of the flat upper section, each of the pedestals being provided with a recess in its interior, a 60 spring within the recess, a bearing-block adapted to contact the spring and journals rotatably mounted by the bearing-blocks, for mounting the truck, substantially as described.

4. In a truck the combination of side sills 65 formed from U-beams, pedestals mounted within the channels in the U-beams and fixedly secured to the under face of the web-section of the U-beams, each of the pedestals being provided with a recess in its interior and 70 journals rotatably mounted within the recess in the pedestals, substantially as described.

5. In a truck the combination of side sills, formed from inverted U-beams, journals ro- 75 tatably mounted and journal-mountings secured within the recesses in the U-beams, substantially as described.

6. In a truck, the combination of side sills, formed from inverted U-beams, journals ro- 80 tatably mounted, journal-mountings secured within the recesses in the U-beams and provided with springs for resiliently mounting the journals, substantially as described.

7. In a truck, the combination of side sills formed of inverted U-beams, pedestals rigidly 85 secured within the channels in the U-beams and provided with recesses in their interior, springs within the recesses, journal-blocks adapted to contact the springs, journals ro- 90 tatably mounted upon the journal-blocks, journal-boxes adapted to be slipped into the pedestals and means for securing the journal-boxes fixedly in place, substantially as de-  
 scribed.

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Witnesses:

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 WALKER BANNING.