

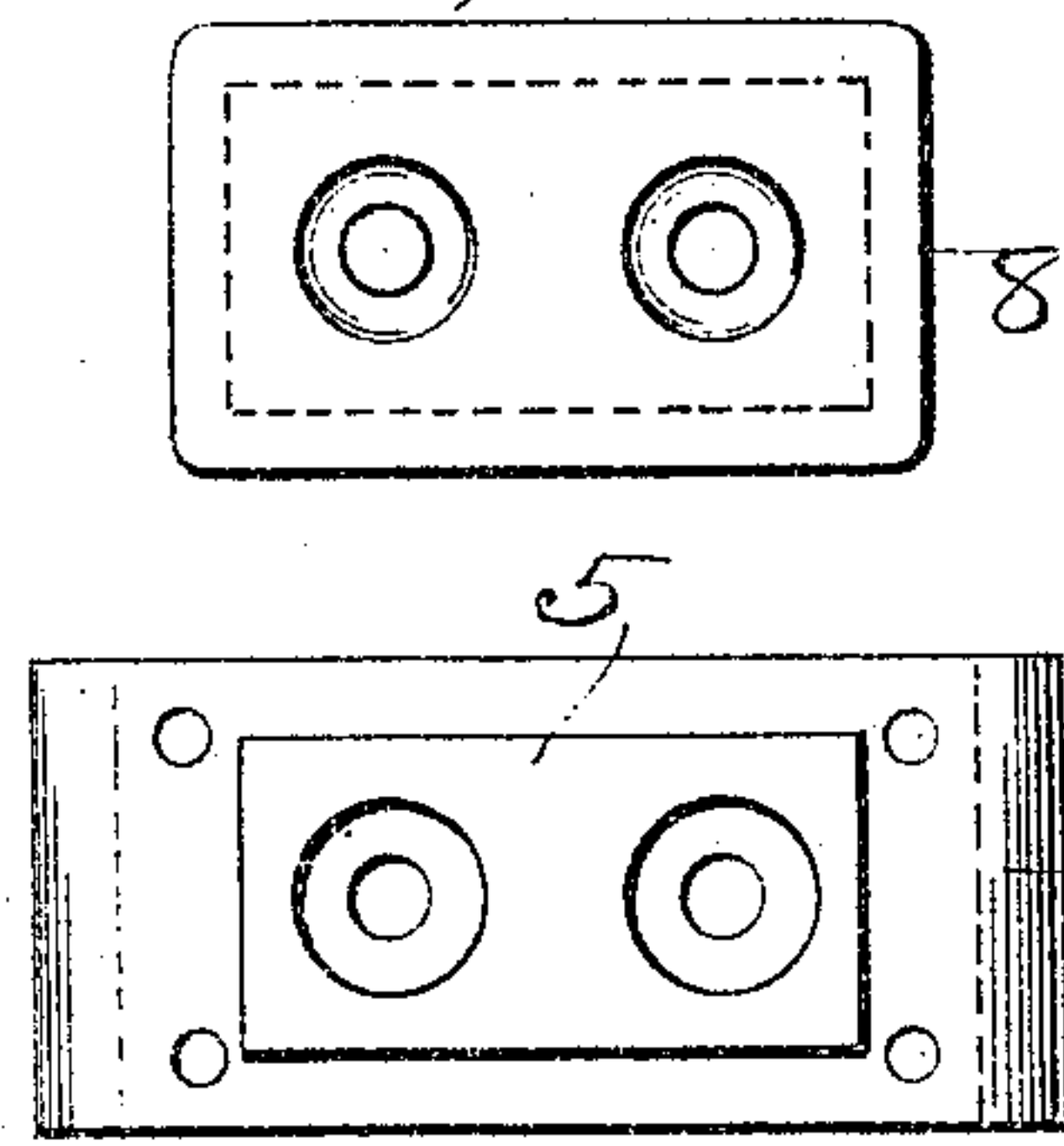
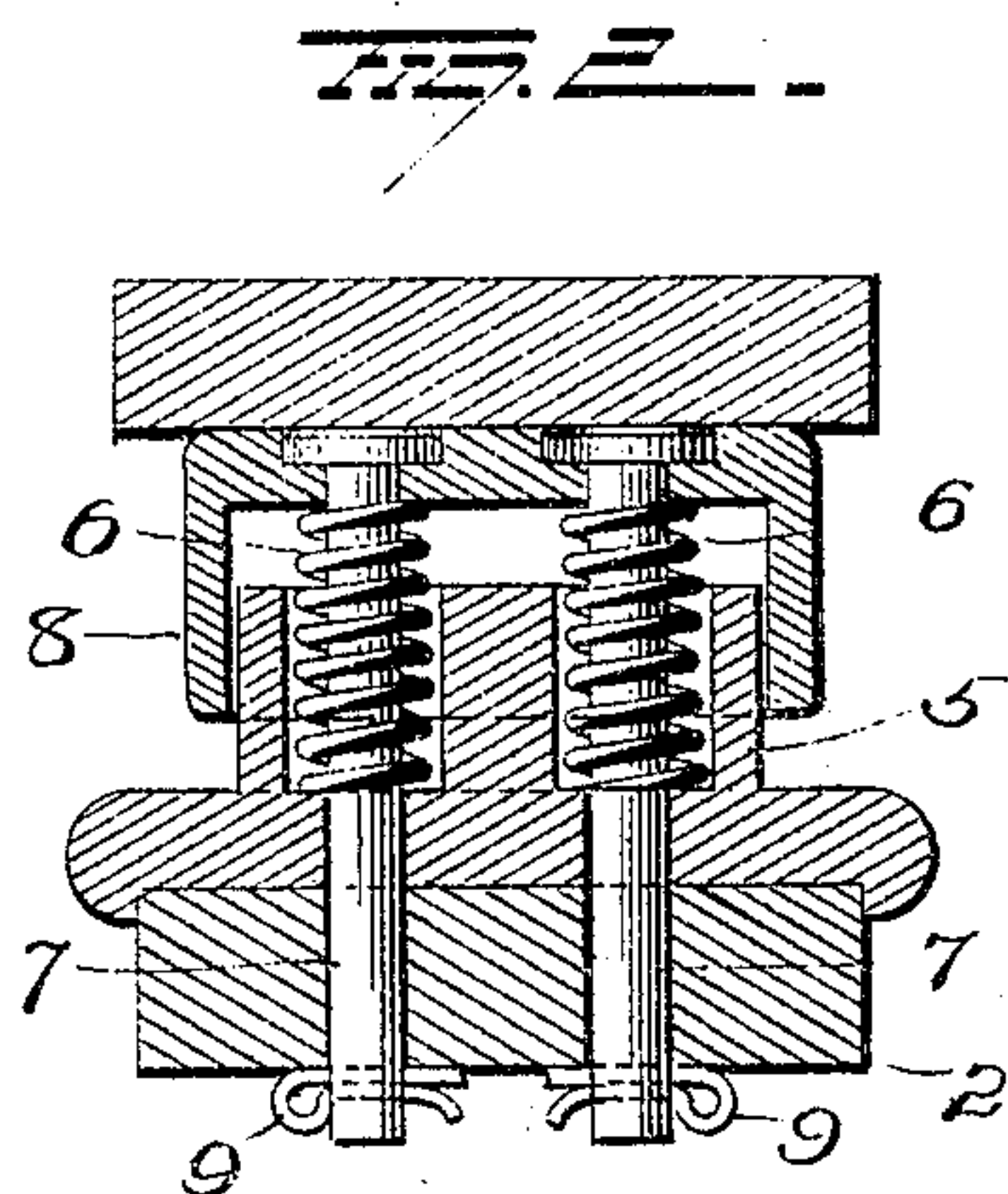
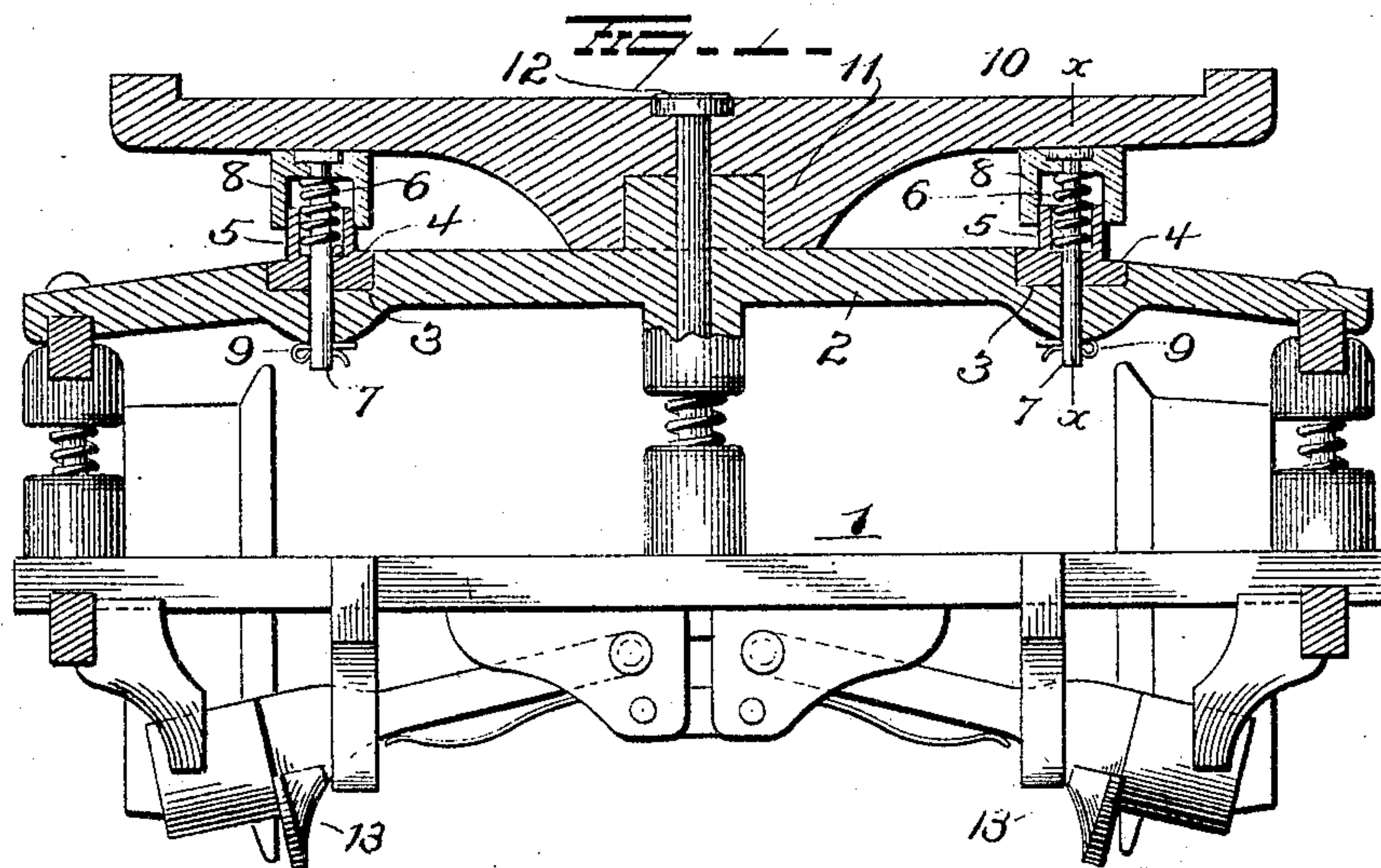
No. 799,316.

PATENTED SEPT. 12, 1905.

R. J. EDWARDS.

CAR TRUCK.

APPLICATION FILED MAY 27, 1905.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

RICHARD J. EDWARDS, OF GALENA, ILLINOIS.

## CAR-TRUCK.

No. 799,316.

Specification of Letters Patent.

Patented Sept. 12, 1905.

Application filed May 27, 1905. Serial No. 262,602.

*To all whom it may concern:*

Be it known that I, RICHARD J. EDWARDS, a resident of Galena, in the county of Jo Daviess and State of Illinois, have invented certain new and useful Improvements in Car-Trucks; 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 appertains to make and use the same.

My invention relates to improvements in car-trucks, and more particularly to improved side bearings on the truck-bolster to support the ends of the body-bolster, the object of the invention being to provide improved spring-cushion side bearings to maintain the car-body level, cushion any side tilting movement thereof, and prevent all jars and jolts due to sidewise tilting from any cause, yet permit the truck to tilt to conform to the incline of the track without tilting the body.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in longitudinal section through the bolsters illustrating my improvements. Fig. 2 is a view in section on the line *xx* thereof, and Fig. 3 is a detail view of a side bearing.

1 represents a truck, which may be of any desired construction having its side bars connected by a truck-bolster 2, preferably having the curved outline shown. The truck-bolster 2, between its center and both ends on its upper face, is made with recesses or pockets 3 and is enlarged below the pockets to strengthen the bolster and afford an abutment to limit the upward movement of the side bearings, as will hereinafter appear. In each recess or pocket 3 the base portion 4 of blocks 5 are located and securely riveted therein, and the blocks 5 are made on their upper faces with sockets to seat coiled springs 6, and openings are provided through the bottom of the pockets through the blocks 5 and through the bolster 2 to receive bolts 7.

8 represents cap-blocks constructed to fit over blocks 5 and are provided with openings to receive the bolts 7, the heads of which latter being countersunk into the caps, and the lower ends of the bolts which extend below bolster 2 are made with openings to receive

cotter-pins 9 or other securing means to limit the upward movement of the bolts due to the tension of the springs 6. There may be any number of these bolts 7 and springs 6 to give the necessary cushion to the cap-blocks 8, and I do not restrict myself to any number.

10 represents the body-bolster, having an enlarged center bearing 11 pivotally secured to bolster 2 by the king-pin 12, and the end portions of the bolster 10 are supported on my improved side bearings, as clearly shown.

By this construction and arrangement of parts the bolsters at both ends are free to move toward or away from each other without jar or jolt, and the side bearings always remain in contact with the body-bolster and provide a cushion connection between the bolsters to compensate for varying inclinations of the track without communicating the tilt of the truck to the car-body.

To the truck 1 derailment-guards 13 are attached.

Slight changes might be made in the general form and arrangement of the parts described without departing from my invention, and hence I do not restrict myself to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. The combination with a truck-bolster and a body-bolster, of blocks secured to the truck-bolster, cap-blocks movable thereon, and springs between the cap-blocks and blocks, and said parts forming the side bearings for the body-bolster.

2. The combination with a truck-bolster and a body-bolster having a center bearing thereon, of side bearings on the truck-bolster, comprising blocks secured to the bolster, springs seated in sockets in the blocks, cap-blocks resting on the springs and surrounding the blocks, bolts passed through the cap-blocks, blocks, and bolster, and means on the lower ends of the bolts limiting their upward movement.

3. The combination with a truck-bolster having recesses therein and enlarged beneath the recesses, of blocks secured in the recesses, cap-blocks over the blocks, springs between the blocks and cap-blocks and inclosed by the

latter, bolts passed through the cap-blocks, blocks, and enlarged portions of the bolster below its recesses, heads on the upper ends of the bolts countersunk in the cap-blocks, and 5 cotter-pins passed through the bolts below the bolster.

In testimony whereof I have signed this

specification in the presence of two subscribing witnesses.

RICHARD J. EDWARDS.

Witnesses:

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