(No Model.)

I. BARKER.

CAR TRUCK.

No. 265,561. Patented Oct. 10, 1882.

Fig. 1.

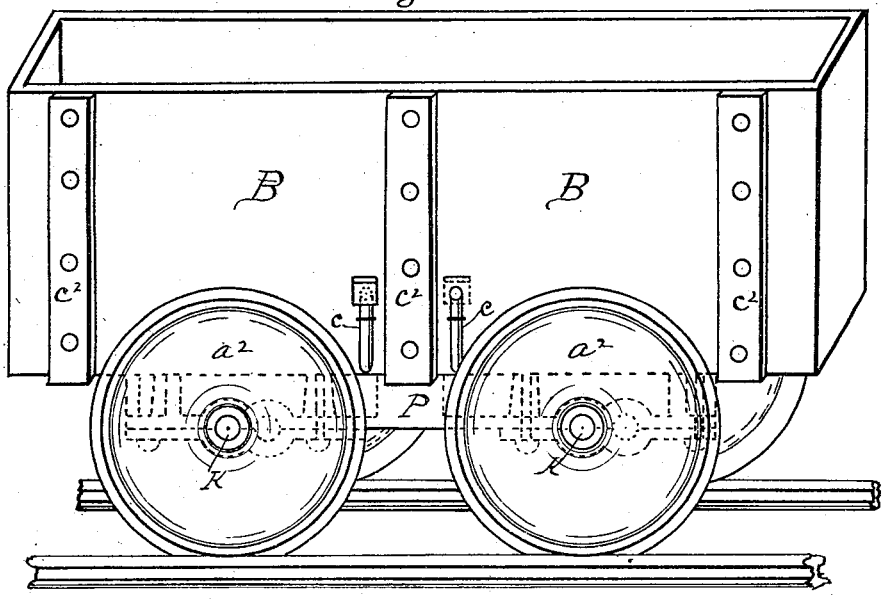


Fig. 2.

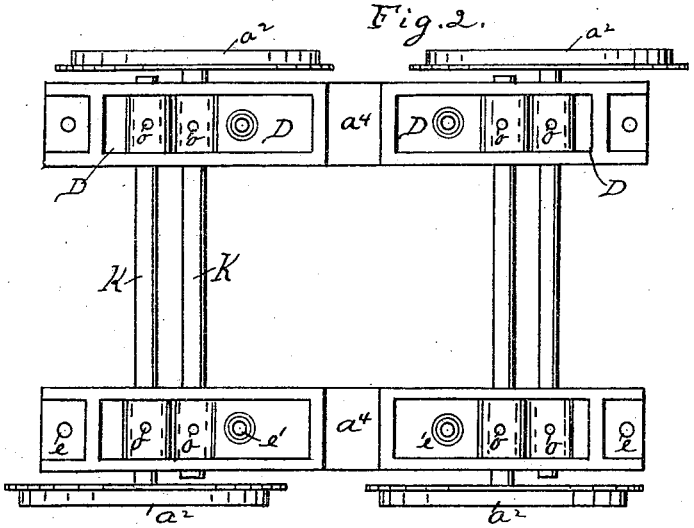
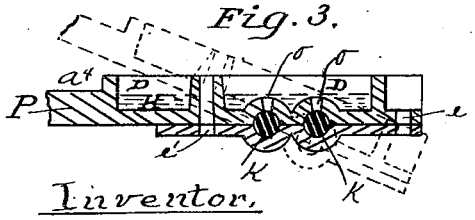


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

IRVING BARKER, OF JOLIET, ILLINOIS.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 265,561, dated October 10, 1882.

Application filed May 26, 1882. (No model.)

To all whom it may concern:

Be it known that I, IRVING BARKER, of Joliet, in Will county, and State of Illinois, have invented certain new and useful Improvements in Car-Trucks, the construction and operation of which I will proceed to explain, reference being had to the annexed drawings and the letters and figures thereon, in which—

Figure 1 is a perspective view; Fig. 2, a plan view on the top of the truck without the box being on, and Fig. 3 a vertical central sectional view through a single pair of boxes.

The nature and object of this invention consist in a novel construction of the truck-frame and arrangement of the wheels and axles, and in the manner of oiling the journals, the truck being intended more particularly for a coal-car, and so arranged that it can be made to dump its load by simply running against a stop or obstruction.

In the drawings, P P represent the frame of the truck, consisting of a bed-plate of some considerable width, so that the journal-boxes of the axles K may be quite long, so as to prevent any diagonal wrenching of the frame. Each wheel is provided with a separate axle, as shown, extending across the car, so that it it has a journal in each bed-plate P, which causes one wheel to set a little ahead of the opposite wheel—perhaps from two to four inches in a full-sized truck. By such a pair of wide bed-plates being used no other frame is necessary.

In order to oil the journals, and to furnish means to carry a quantity of oil to last a considerable time, each bed-plate is provided at the journals with a cistern, D, into which a quantity of oil is put, as shown at H, Fig. 3, to a line about even with the top of the journal-box, just so it will not spill into the oil-holes *o* when the car is at rest. These cisterns are filled by means of the tubes *c*, Fig. 1, attached to the outside of the box B, and leading to said cisterns by means of a hole made through the corner of the box, as shown. These tubes are covered at their upper ends by a flap attached to the side of the box B, so it will fall over the ends of the said tubes to keep out foreign substances. The box B sets on the top of the bed-plates P in such manner as to be tight to them, so the oil cannot spill out of the cisterns, and is bolted down by means of bolts passing up through the holes *e* and *e'*. The box B is also bound by the strong metal bands c^2, the bed-plates being notched at a^4 to admit the middle band, as shown. After the box B is attached to the truck, as aforesaid, and as shown in Fig. 1, the oil is poured into the cisterns from the tubes or spouts *c*, when the car is ready for use. The wheels are set so near the middle of the truck that when it is desired to dump the load from the box the car is run against an obstruction fixed upon the track, so the car will tip up forward in the position shown by the dotted lines in Fig. 3. By this means the car is not only relieved of its load, but the oil in the cisterns D is thrown forward, so it will rush over the journal-boxes and fill the oil-holes *o* each time the car is dumped, thus saving much time in oiling the car-journals, rendering them self-oiling, and forming a durable, economical, and efficient car-truck, for the purpose for which it is intended. By this arrangement of having the wheels fastened rigidly to the axles the wheels must run true on the track, and it also permits the car to turn a very short curve without causing any wheel to drag on the rail, and, further, the car frame or truck cannot sag down in the center.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is as follows, to wit:

In a car-truck, the bed-plates P, having the axle-boxes containing the oil-chambers D on either side of the axle, and arranged to oil the axle by tilting the car, in combination with the wheels a^2, having their axles K extending across the car, and box B, provided at its outer side with the oiling-pipes *c*, and secured to the bed-plates P, to form an oil-tight cover to the axle-boxes, all arranged to operate in the manner and for the purpose set forth.

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Witnesses:
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