(No Model.)

J. E. W. CURRIER.

CAR TRUCK.

No. 386,109. Patented July 17, 1888.

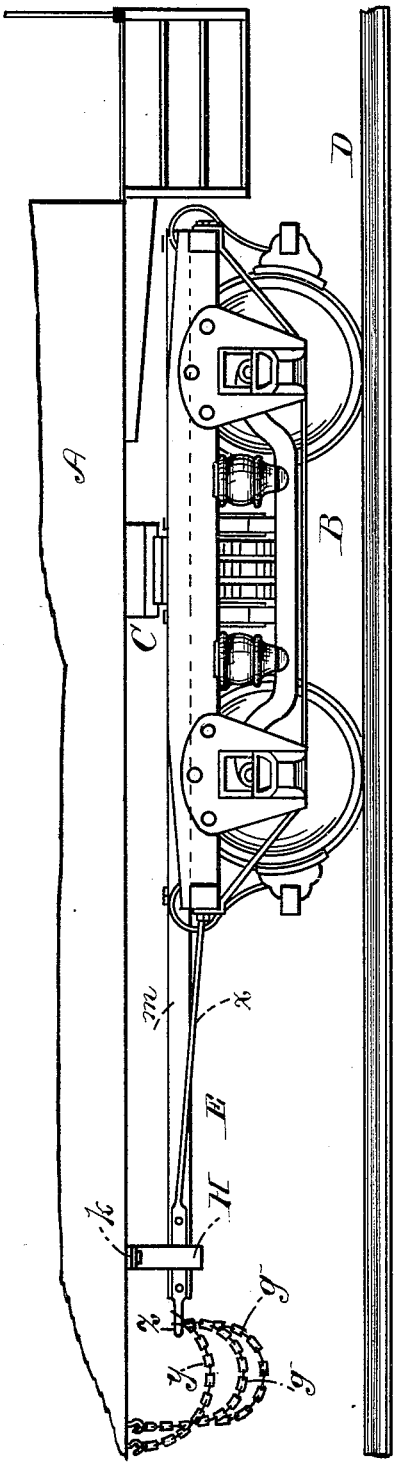

Fig. 1.

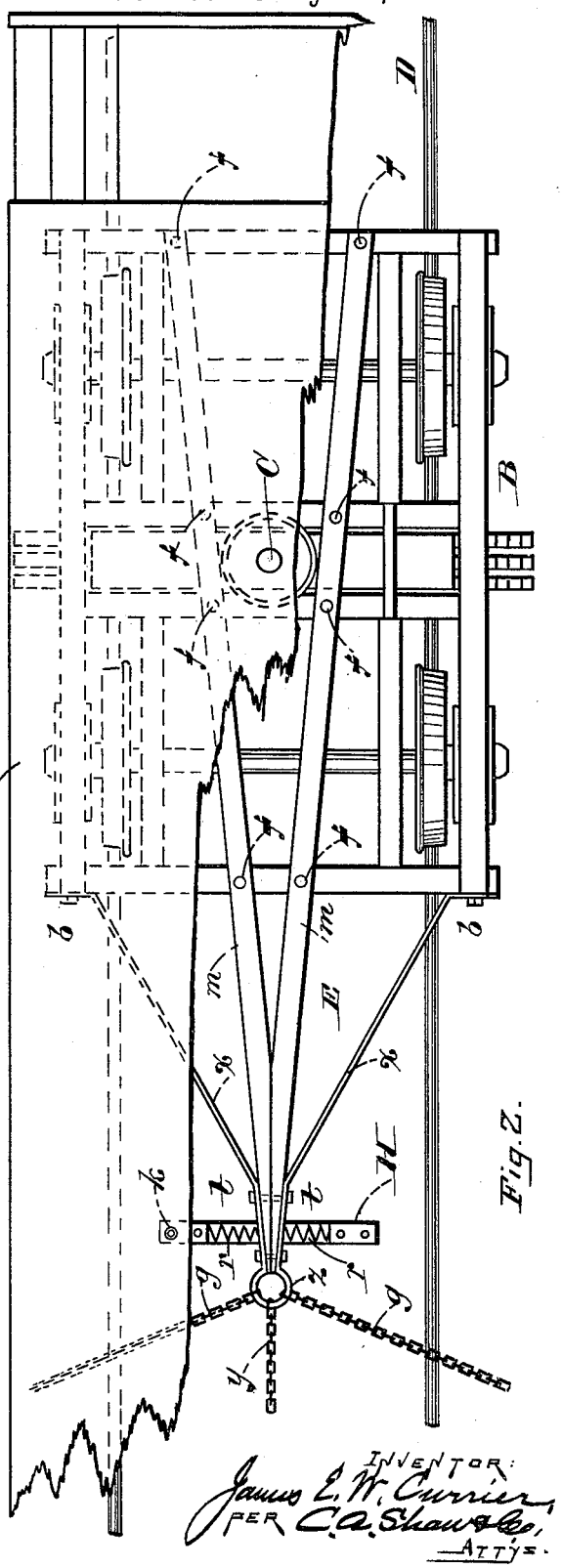

Fig. 2.

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UNITED STATES PATENT OFFICE.

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CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 386,109, dated July 17, 1888.

Application filed February 6, 1888. Serial No. 263,149. (No model.)

To all whom it may concern:

Be it known that I, JAMES E. W. CURRIER, of Ottawa, in the county of Carleton, Province of Ontario, Dominion of Canada, have invented a certain new and useful Improvement in Car-Trucks, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation showing a car-truck embodying my improvement in position for use, and Fig. 2 a top plan view of the same.

Like letters and figures of reference indicate corresponding parts in the different figures of the drawings.

It is well known that when a railway-car is accidentally thrown from the track without upsetting, the trucks, being centrally pivoted on king-bolts, are liable, when they strike the ties or ground of the railway-bed, to be swiveled on said bolts, or turned until they stand at an angle to the rails, thereby frequently causing the destruction of the car and endangering the lives of the passengers.

My invention is designed to obviate this objection, and to that end I make use of means which will be readily understood by all conversant with such matters from the following explanation.

In the drawings, A represents the body of the car; B, the truck; C, the king-bolt by which the truck is pivoted to the body of the car, and D the track, these parts being of the ordinary form and construction, excepting as hereinafter set forth.

Projecting from the inner end of the truck toward the center of the body of the car A there is a tongue, E, consisting of the timbers *m m*, which are arranged diagonally to the longitudinal axial line of the truck and bolted firmly to the frame-work thereof, as shown at *f*. These timbers meet at their forward ends, where they are bolted together, as shown at *t*, and provided with laterally-arranged braces *x*, which have their rear ends secured at *b* to the frame-work of the truck. The tongue is provided with a ring, *z*, at its outer end, and connecting said ring with the frame-work of the car A there is a chain, *y*, in line with said tongue, and two chains, *g*, which are respectively arranged at angles thereto, said chains hanging loosely from the bottom of the car.

A loop, H, composed of stout bar-iron or other suitable material, is secured by bolts *k* to the frame-work of the bottom of the car across the outer end of the tongue E, said loop being of such dimensions as to permit the tongue to swing in either direction laterally a sufficient distance to permit the truck to pass freely around sharp curves and onto switches without cramping. A stout coiled spring, *r*, is secured at either side of the tongue in the loop H, said springs serving to cushion the tongue and keep it from slatting when the truck is on the rails and to center it when the truck is derailed.

By arranging the timbers *m* diagonally, as shown, the tongue is greatly strengthened; but, if preferred, they may be arranged in parallelism with the sides of the truck-frame, and instead of two timbers one may be employed. Iron, steel, or any other suitable material may also be employed instead of timber.

In the present instance the free end of the tongue is secured by the loop H and chains *g*, said chains being wholly auxiliary to the loop; but any other suitable means of securing the outer end of the tongue may be employed, if desired, provided sufficient "play" is given it to enable the truck to pass curves and switches readily.

It will be obvious from the foregoing that when the car is accidentally derailed in such a manner as to leave the truck on the ground or road-bed the truck will be kept substantially in line with the track and body of the car by means of the tongue E, and thereby the liability of injury greatly decreased.

But one truck and a portion only of the car are shown in the drawings; but it will be understood, of course, that two trucks are employed with each car, and that each truck is provided with a tongue projecting toward the center or middle of the car.

Having thus explained my invention, what I claim is—

1. The car A, provided with the loop H, in

combination with the truck B, provided with the tongue E, inserted in said loop, said truck being pivotally connected with said car by the king-bolt C, substantially as described.

2. The car A, provided with the loop H, the truck B, provided with the tongue E and pivotally connected with said car by the king-bolt C, and a spring or springs for cushioning and centering the tongue, combined and arranged to operate substantially as set forth.

3. The combination, with a car-body, of a truck pivoted thereto and provided with a tongue at one end, and a loose chain connected to the car-body and tongue, substantially as described.

4. The combination, with a car-body provided with a loop attached to its bottom, of a truck pivoted to the car-body and provided with a tongue at one end which projects through said loop, and a loose chain connected to the car-body and tongue, substantially as described.

5. The truck B, provided with the tongue E, braces *x*, and ring *z*, the car A, provided with the loop H, the chains *y y*, connecting said ring and car, the springs *r*, for cushioning said tongue, and the king-bolt C, for connecting the truck and car, all constructed, combined, and arranged to operate substantially as set forth.

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Witnesses:
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