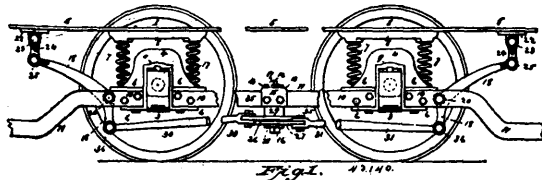


on the arms to enable the beater to be balanced, substantially as described. 6th. In a pulverizing and disintegrating machine, the combination with the casing, of air passages which pass through the bed plate of the machine and open into the pulverizing chamber in large annular orifices surrounding the beater shaft, substantially as described for the purpose specified. 7th. In a pulverizing and disintegrating machine, the combination with the beaters and the beater shafts and bearings, of a sight feed lubricator having a valve spindle U on which is mounted adjustable nut V formed with projections V², a stationary collar having shallow notches Q⁷ in which the projections V² can rest, the valve being retained in the working position, when the projections are so situated, deeper notches Q⁸ wherein the projections can be dropped for the purpose of closing the valve, and a spring U³ for preventing the accidental lifting of the valve, substantially as described.

No. 43,140. Car Truck and Equalizer.

(Châssis de char et régulateur.)



John A. Brill, assignee of Walter S. Adams, both of Philadelphia, Pennsylvania, U.S.A., 6th June, 1893; 6 years.

Claim.—1st. A truck having side bars, upwardly extending levers pivotally secured to said side bars, and devices for securing the said upwardly extending levers to the car body or upper chord of the truck and for uniting them longitudinally and transversely, substantially as described. 2nd. The combination in a truck, of wheels and running gear for the same, side bars supported on the running gear, upright levers pivotally secured to the side bars, an upper chord or car sill, springs between said upper chord or sill and the running gear, and means for securing said upper chord or sill to the upright levers, and for uniting them longitudinally and transversely, substantially as described. 3rd. In a truck, the combination of the upright levers pivotally supported on the truck, a car sill or upper chord supported on said upright levers, the upright levers on both sides of the truck being mechanically united by longitudinally and transversely disposed rods and levers, substantially as described. 4th. In a truck, upright levers pivotally supported upon said truck, a car sill or upper chord supported on said upright levers, longitudinal rods secured to said upright levers below their fulcrum, the said upright levers and longitudinal rods on both sides of the truck being mechanically united, substantially as described. 5th. In a truck, the combination of the following instrumentalities for holding or supporting a car body on a truck, comprising the upper chord or car sill, springs without spring posts or housings between said chord or sill and the running gear of the truck, and upon which the upper chord or car sill is supported, and upright levers uniting the said chord or sill and running gear, and longitudinal rods connecting the upright levers, substantially as described. 6th. The following instrumentalities for supporting a car body on a truck frame: running gear, side bars supported on the running gear, an upper chord or car sill, springs between the chord or sill and the side bars, upright levers pivotally secured to the side bars and to the chord or sill and longitudinal and transverse rods and levers secured to the upright levers, substantially as described. 7th. The following instrumentalities for supporting a car body on a truck, comprising the side bars supported on the running gear, upright levers pivotally secured to the side bars, links pivotally secured to the upright levers, an upper chord or car sill supported upon said links, and springs between said upper chord or sill and the side bars, substantially as described. 8th. The following instrumentalities for supporting a car body on a truck, comprising a stationary element of the truck structure, a sill or upper chord, springs between the stationary part of the frame and the upper chord or sill, and articulated devices between said stationary parts of the frame and said upper chord or sill, substantially as described. 9th. In a truck having side bars, the combination of the upper chord or car sill, upright levers fulcrumed on the side bars, and secured to the upper chord or sill, longitudinal rods secured to the upright levers below their fulcra, and transverse levers uniting the longitudinal rods, substantially as described. 10th. In a truck having side bars, the combination of the upper chord or car sill, upright levers fulcrumed on the side bars, and secured to the upper chord or sill, longitudinal rods secured to the upright levers below their fulcra, transverse levers, and springs between the said chord or sill and side bars, substantially as described. 11th. An equalizing device, having upright levers and longitudinal rods, the said upright levers being adapted to be secured to the upper chord of the truck or sill of the car, the longitudinal rods being transversely connected, substantially as described. 12th. An equalizing device having upright levers, longitudinally parallel rods, and a fulcrum for each transverse rod, substantially as described. 13th. An equalizing device having upright levers, longitudinally parallel rods, and transverse levers alternately connected with the longitudinal rods, and a mutual fulcrum for the transverse rods, substantially as described. 14th. In a truck having side bars extending outwardly from the axle boxes, an upper chord or car sill extending past said axle boxes, and equalizing levers extending between the extended upper chord or sill and the extended side bars and connected by horizontal rods, substantially as described. 15th. In a truck, having side bars extending past the axle boxes, an upper chord or car sill supported above and extending between and past said axle boxes, equalizing levers extending between the extended upper chord or sill and side bars, and devices for longitudinally connecting said levers, substantially as described. 16th. In a truck having side bars extending past the axle boxes, an upper chord or car sill extending past said axle boxes, equalizing levers extending between said extensions, and devices for transversely connecting said levers, substantially as described. 17th. In a truck, having side bars extending past the axle boxes, an upper chord or car sill extending past said axle boxes, equalizing devices extending between the extended upper chord or sill and the side bars, and devices for longitudinally and transversely connecting said levers, substantially as described. 18th. A truck having an upper chord and side bars, with equalizing levers united by transverse levers and longitudinal rods, supported on the side bars and secured to said upper chord, substantially as described. 19th. A truck having contiguous side bars spaced apart, an upper chord, equalizing levers supported on said side bars between the juxtaposed members thereof and secured to the upper chord, and longitudinal rods connecting the said upright levers, substantially as described. 20th. In a truck, an equalizing device having upright levers supported on the side thereof, horizontal rods secured to the upright levers which extend under the said side bars, and a support for the inner ends of said horizontal rods, which support is located below the horizontal plane of the axles, substantially as described. 21st. In a truck, having side bars, an equalizing device, having horizontal rods on both sides of the truck, transverse levers connecting the horizontal rods, and a support for said transverse levers carried by the side bars, substantially as described. 22nd. A truck having side bars, an equalizing device comprising upright levers and horizontal rods supported upon the side bars, transverse levers uniting said horizontal rods, said transverse levers being carried by the side bars and supported below the horizontal axis of the axles, substantially as described. 23rd. In an equalizing device, the combination with the side bars of the axle box frame, the upright levers 18, fulcrumed on said bars, the arms of which extend above and below said side bars, upwardly extending links 24, supported on the levers 18, devices for connecting the upright levers, and an upper chord or car sill 5, supported on said links, substantially as described. 24th. In an equalizing device, the combination of the side bars of the axle box frame, with the upright levers 18, fulcrumed to the side bars, devices for connecting the upright levers, an upper chord or car sill 5, the journal blocks 22, secured to said upper chord or sill, and the links 24, pivotally uniting said journal blocks and levers 18, substantially as described. 25th. The side bars 11, the levers 18, fulcrumed on said side bars, devices for connecting the upright levers, the upper chord 5, springs between the side bars and upper chord, the journal blocks 22 secured to the upper chord, and links 24 uniting the levers 18 and journal blocks, substantially as described. 26th. Side bars 11, the upright levers 18 fulcrumed on said side bars, the upper end of said levers 18 having links 24, the upper chord or car sill 5 supported on said links, horizontal rods 30, 31, 32, 33 secured to the levers 18, transverse levers 26, 27 secured to said horizontal rods, substantially as described. 27th. An equalizing device comprising an upper chord or car sill 5, links 24 depending therefrom, levers 18 suitably supported and united to said links, horizontal rods 30, 31, 32, 33 united to said levers 18, and transverse levers 26, 27 uniting said horizontal rods, substantially as described. 28th. An equalizing device comprising the levers 18 suitably supported, links 24 on said levers, horizontal rods 30, 31, 32, 33 secured to said levers, and transverse levers 26, 27 connecting said horizontal rods, substantially as described. 29th. An equalizing device comprising the levers 18, links 24 on said levers, horizontal rods 30, 31, 32, 33 secured to said levers below their fulcra, transverse bars 26, 27 uniting said horizontal rods, the bar 26 being secured to the rods 30, 33, and the bar 27 to the rods 31, 32, substantially as described. 30th. An equalizing device having horizontal rods and a plurality of transverse levers, each one of said levers being secured at each end to a horizontal rod leading in opposite directions, said levers crossing each other, substantially as described. 31st. The horizontal rods 30, 31, 32, 33, and the transverse levers 26, 27, said horizontal rods being in operative connection with the upper chord, the lever 26 being secured to the rods 30, 33, and the lever 27 to the rods 31, 32, substantially as described. 32nd. The combination of the side bars 11, transverse beam 12, strap 13 uniting the said bars and beam 12, the bolt 16 depending from the said beam 12, and the transverse bars 26, 27 fulcrumed on said bolt and operatively connected with other levers to the upper chord or sill, substantially as described. 33rd. The side bars 11, transverse beam 12 supported on said side bars, a bolt 16 hung from said beam 12, transverse levers 26, 27 fulcrumed on said bolt, and the thimble 29 between the beam 12, and transverse levers, the levers 26, 27 being operatively connected