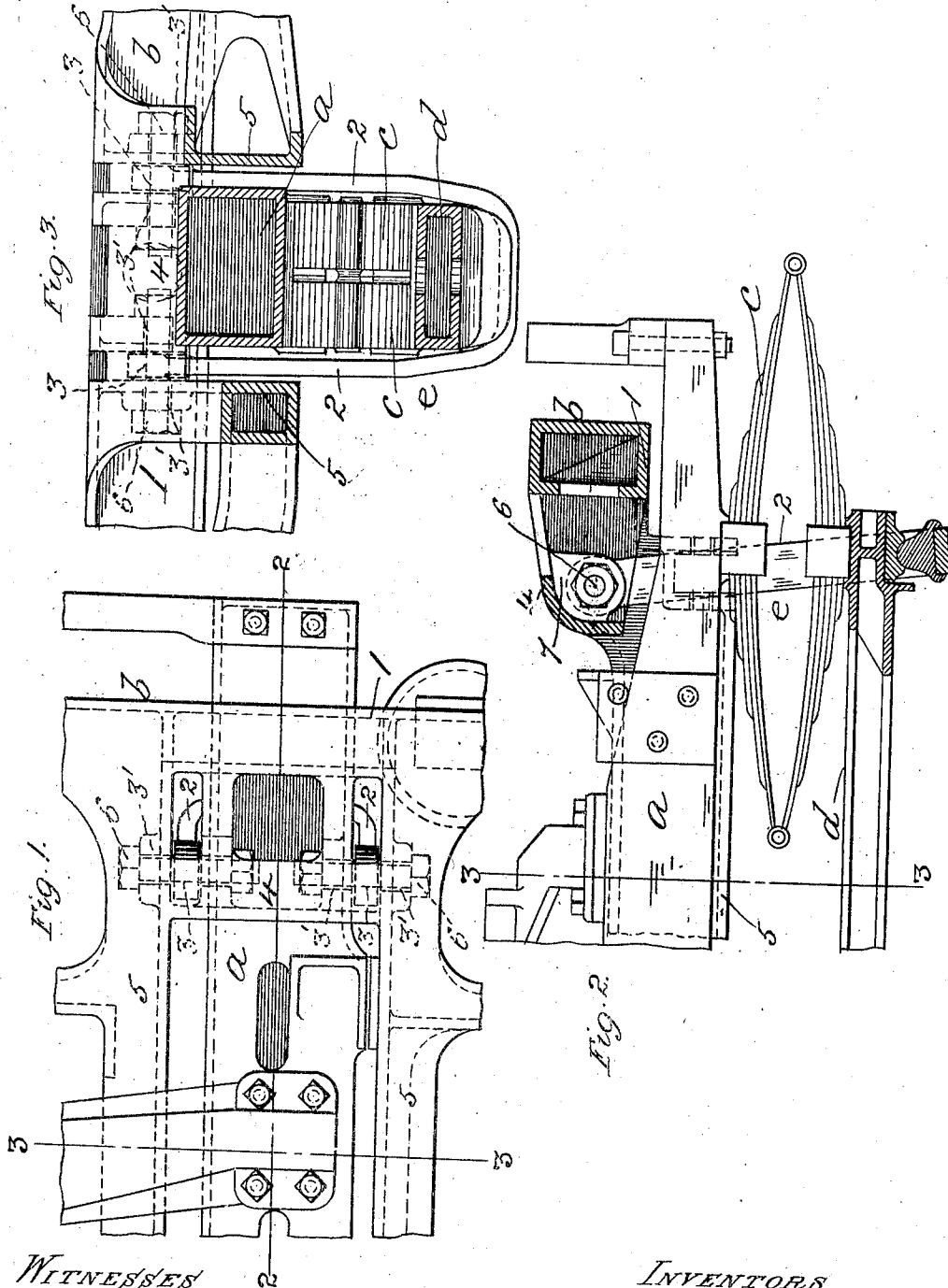


C. H. HOWARD & H. M. PFLAGER,
CAR TRUCK.

APPLICATION FILED MAY 5, 1911.

1,016,630.

Patented Feb. 6, 1912.



WITNESSES
C. W. Mearns
J. W. Benbow

INVENTORS
Clarence H. Howard
Harry M. Pflager
BY J. W. Cornwall ATT'Y.

UNITED STATES PATENT OFFICE.

CLARENCE H. HOWARD AND HARRY M. PFLAGER, OF ST. LOUIS, MISSOURI, ASSIGNORS
TO DOUBLE BODY BOLSTER COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF
NEW JERSEY.

CAR-TRUCK.

1,016,630.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, CLARENCE H. HOWARD and HARRY M. PFLAGER, citizens of the United States, residing at St. Louis, Missouri, have invented certain new and useful Improvements in Car-Trucks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it 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 top plan view of an end and adjacent portion of one of the cross-bolsters and corresponding part of the frame of a six-wheeled car truck, having our improved swing-hanger applied thereto; Fig. 2 is a side elevation of the bolster and corresponding section through the frame and swing-hanger on line 2—2, Fig. 1, and Fig. 3 is a cross-section through the bolster and corresponding section through the frame on line 3—3, Figs. 1 and 2, showing the swing-hanger in front elevation.

This invention relates to new and useful improvements in car trucks and particularly six-wheeled trucks, the object being to construct the truck in such manner that the pins or bolts from which the stirrup is suspended may be removed conveniently to dismantle the truck for purposes of repair, etc. Ordinarily, the end of the stirrup terminates opposite the bolster, the ends of which latter pass under the side members of the truck frame, and hence it is a matter of considerable difficulty to remove the pins by which the stirrup is connected to the lugs on the under side of the truck frame for the purpose of dismantling the truck.

Our invention consists in extending the stirrup up above the bolster and to so locate the bolts or pins that they may easily be removed to dismantle the truck when the spring is compressed and the strains upon said bolts relieved.

Other features of the invention reside in the construction, arrangement and combination of the several parts, all of which will be hereinafter more specifically described and pointed out in the claims.

a represents an end and adjacent portion of one of the cross-bolsters, and *b* the corresponding part of the frame of a six-wheeled car truck, the end portion of the bolster *a* passing beneath the side member

or wheel-piece 1 of the frame *b* and bearing thereat on the spring *c* which is supported on the spring-plank *d*, all the said parts being duplicated at the other side of the truck, and, except as to the adaptation of the frame *b* to our invention, of the usual well-known construction, requiring no further description.

e is the swing-hanger which, in the present case, is of the swing-link type adapted to pass under and support the corresponding end portion of the spring-plank *d* in the usual manner, the arms 2 of the hanger *e* extending upward above the bolster *a* and formed transversely therethrough at their upper ends, respectively, with an eye 3. Through each eye 3, when assembling the parts, and through a corresponding bearing 3' formed above the bolster *a*, at each side of each arm 2 of the hanger *e* in a suitably shaped member 4 which connects the opposite cross-members or transoms 5 of the frame *b* together, at a suitable distance above the top of the bolster *a*, is passed a pivot-bolt or pin 6 which is preferably fixed by a head and nut against the outer faces of the bearings 3', sufficient play for the free swing of the hanger *e* or its pivot-bolts 6 being allowed at the pivoted end of each arm 2 between its bearings 3' as shown.

The bearings 3' in the present case are preferably formed at one side of each arm 2 of the hanger *e*, in the side of the corresponding transom 5, and at the other side in a lug 7 (Fig. 2) dependent from the top wall of the member 4, which partly covers and forms an overhanging hood or screen to the upper pivoted ends of the arms 2 for the exclusion of cinders and stones therefrom, as shown.

By this construction, on prying and slightly raising the spring-plank *d* with the springs *c* and bolster *a*, their weight is removed from the upper pivot-bolts 6, thereby enabling the latter, on removal of their nuts, to be withdrawn from their bearings 3', and from the arms 2 of the hanger *e*, which can then be readily lowered and removed from the truck and replaced or renewed without disturbing the bolster *a* and its appendages.

From the above it will be seen that the bolts pass through lugs on each side of the stirrup eyes and hence are subjected to double shearing strain. The nuts are preferably

arranged on the inner ends of the bolts so that access thereto may be conveniently had through the opening between the side member of the truck frame and the hood-connecting member 4.

We claim:

1. In a car truck the combination of a truck frame, a bolster, a hanger with bolts adapted to pass through the eyes thereof, and bearings for the bolts extending downwardly from the truck frame, said bearings being located above the horizontal plane of the bolster.

2. In a car truck the combination of a truck frame and its transoms, of a hood member forming a connection between said transoms adjacent the side member of said truck frame, and hanger supports depending from said hood member.

3. In a car truck the combination of a truck frame and its transoms, of a hood connection between said transoms adjacent the side member of said frame, lugs extending

from said hood connection and transoms, a hanger whose pivot eyes are arranged between said lugs, and removable bolts passing through said lugs and said hanger eyes, said truck frame having an opening adjacent the nuts on said bolts whereby access may be had thereto, and a bolster supported by said hanger, said bolster being below the plane of said bolts.

4. In a car truck, the combination of a truck frame having transoms, a bolster, a bolster hanger, a member connecting the transoms above the bolster, and lugs on said member above the horizontal area of the bolster for supporting the bolster hanger.

In testimony whereof we hereunto affix our signatures in the presence of two witnesses, this 25th day of April, 1911.

CLARENCE H. HOWARD.
HARRY M. PFLAGER.

Witnesses:

C. T. WESTLAKE,
HAL C. BELLVILLE.