

H. T. ANDERSON.
 BOLSTER GUIDE FOR TRUCK FRAMES.
 APPLICATION FILED MAR. 4, 1910.

966,375.

Patented Aug. 2, 1910.

2 SHEETS—SHEET 1.

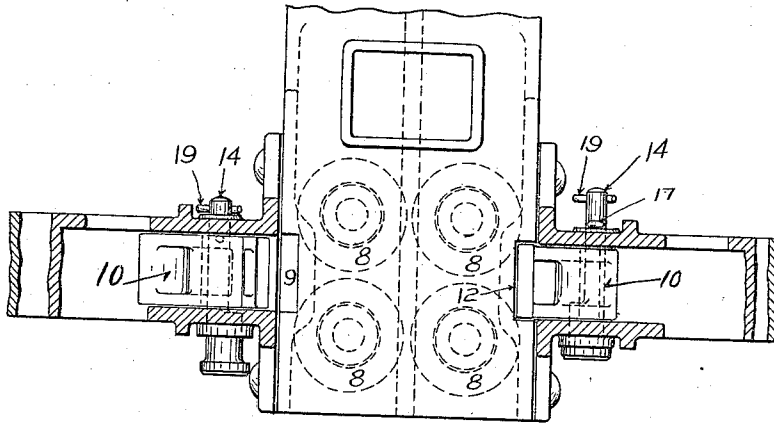


Fig. 2.

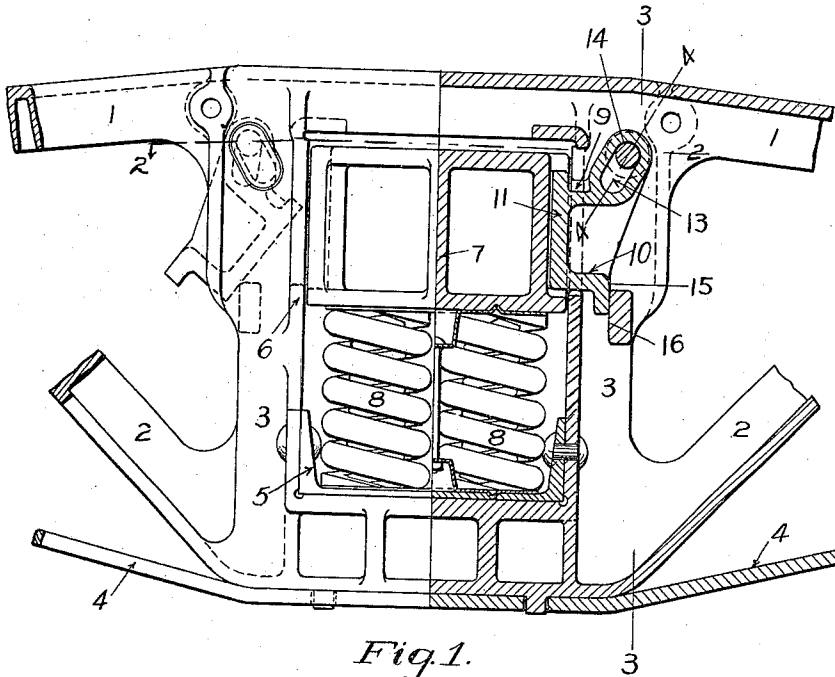


Fig. 1.

WITNESSES
Stephen Wachs
W. J. Wadsworth

INVENTOR
Harry J. Anderson
 By *Frederick W. Wadsworth*
 Attorney

H. T. ANDERSON.
 BOLSTER GUIDE FOR TRUCK FRAMES.
 APPLICATION FILED MAR. 4, 1910.

966,375.

Patented Aug. 2, 1910.

2 SHEETS—SHEET 2.

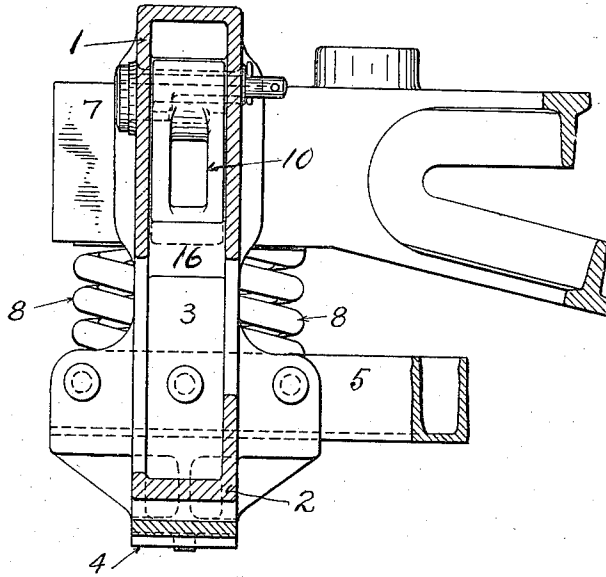


Fig. 3.

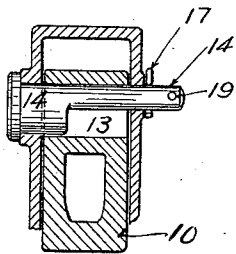


Fig. 4.

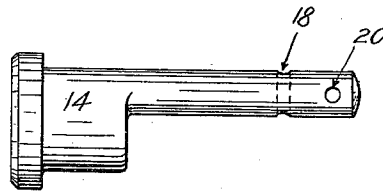


Fig. 5.

WITNESSES
Stephen Mack.
John P. W. [unclear]

INVENTOR
Harry J. Anderson
 By *Frederick W. W. [unclear]*
 Attorney

UNITED STATES PATENT OFFICE.

HARRY T. ANDERSON, OF BUTLER, PENNSYLVANIA, ASSIGNOR OF TWENTY-TWO AND ONE-HALF ONE-HUNDREDTHS TO WILLIAM H. MATEER AND TWENTY-TWO AND ONE-HALF ONE-HUNDREDTHS TO GEORGE M. SHAW, BOTH OF BUTLER, PENNSYLVANIA.

BOLSTER-GUIDE FOR TRUCK-FRAMES.

966,375.

Specification of Letters Patent.

Patented Aug. 2, 1910.

Application filed March 4, 1910. Serial No. 547,330.

To all whom it may concern:

Be it known that I, HARRY T. ANDERSON, a resident of Butler, in the county of Butler and State of Pennsylvania, have invented a new and useful Improvement in Bolster-Guides for Truck-Frames, of which the following is a specification.

This invention relates to bolster guides for car trucks, and particularly to guides for car trucks having integral cast side frames.

The object of the invention is to provide bolster guides which can be moved out of engagement with the bolster to permit the removal of the latter from, and the insertion thereof into, the truck frame without taking apart the truck frame.

The invention comprises the construction and arrangement of parts hereinafter described and claimed.

In the accompanying drawings, Figure 1 is in part a side view of a truck frame and in part a vertical section thereof, showing my invention applied thereto and the bolster in position; Fig. 2 is a horizontal section on the line 2—2 of Fig. 1; Fig. 3 is a vertical section on the line 3—3 of Fig. 1; Fig. 4 is a detail sectional view taken on the line 4—4 of Fig. 1; and Fig. 5 is a side view of the pivot and locking bolt for the bolster guide.

The drawings illustrate only a part of a side frame of a car truck, this side frame being an integral casting having a top chord 1, bottom chord 2, and columns 3 uniting the top and bottom chords as is usual. The usual bottom tie for the journal boxes is shown at 4. The two side frames of the truck may be united by any suitable transoms or the like, the drawings showing said frames united by the spring plank 5, which is shown as a rolled channel beam riveted between the columns at their lower ends. The bottom chord 2 is shown of general angle shape in cross section, the top chord is of channel shape in cross section, and the columns 3 are also of general channel shape having what may be termed the "web" portion 6, between which the bolster 7 moves vertically. The bolster rests upon the springs 8 seated on the spring plank 5.

The web portions 6 of the columns are

provided near their upper ends with openings 9, through which project the movable bolster guides 10. The latter are castings having portions 11 which project through the openings in the columns and enter the grooves or recesses 12 in the side faces of the bolster, and serve as guides to prevent endwise displacement of the bolster. The guides 10 are pivotally mounted at their upper ends, being provided with slots 13 for receiving the pivot and locking pins 14. Each of the latter is provided with a circular portion 14 on which the bolster guide can pivot, and with an oblong portion 14 of the same shape as the slot in the guide, and serving to lock the guide in position. The guide at its lower end is formed with a nose or lip 15 arranged to enter behind the stop 16, which is in the form of a bar connecting the two side members of the channel shaped column.

When the bolster guide is in position to retain the bolster, the pivot pin 14 is shoved in to its farthestmost position, as shown on the right in Fig. 2, being locked in that position by cotter pin 17 in hole 18. In this position, the oblong portion 14 of said pin practically completely fills the slot 13 in the guide, and holds said guide against jumping up, the nose 15 of said guide lying inside of the stationary stop 16. When it is desired to remove the bolster, the cotter pin 17 is removed and the pivot pin drawn partly out until stopped by the cotter pin 19 in hole 20. This movement is sufficient to withdraw the oblong portion 14 from slot 13 and allows the guide to be lifted vertically to clear the nose or lip 15 from the stationary stop 16, when said guide can be swung outwardly, as shown in dotted lines in Fig. 1, to release the bolster. The guides at both ends of the bolster are thus released and fall by gravity outside of the stationary stop 16, as shown at the left in Fig. 1, and out of engagement with the bolster. The bolster can then be freely moved endwise to remove it from the frame, and this can be done without in any way disturbing the truck frame as a whole. When the bolster guides are swung inwardly, they are supported at their lower ends by the stationary stop 16 and at their upper ends by the por-

tions 14 of the pivot pins, which also act as locks to prevent the guides from jumping up and clearing the stationary stop 16. Consequently, very firm and rigid movable 5 bolster guides are formed thereby.

What I claim is:

1. In a truck frame, the combination of side frames including vertical columns provided with openings therethrough, bolster 10 guides pivotally mounted on the columns and free to slide on their pivots and adapted to project through the openings in the columns, and means for securing said guides in bolster engaging position.

2. In a truck frame, the combination of side frames including vertical columns, bolster guides pivotally mounted on the columns and free to slide on their pivots and adapted to project inwardly beyond the 20 columns, stationary stops engaging the free ends of the bolster guides, and means for holding said bolster guides in engagement with said stops.

3. In a truck frame, the combination of 25 side frames including vertical columns, bolster guides provided with slots, and pivot members therefor comprising a circular portion on which said bolster guides may

pivot and oblong portions to enter said slots and hold the guides in fixed position. 30

4. In a truck frame, the combination of side frames including vertical guides provided with slots, pivoted members extending through said slots, and fixed stops cooperating with the free end of the bolster 35 guides and arranged to hold the same either in bolster engaging position or in bolster releasing position.

5. In a truck frame, the combination of side frames including vertical columns, bolster guides provided at their upper ends with oblong slots, pivoted members extending through said slots and provided with 40 circular portions on which the guides can pivot, and with oblong portions arranged to lock the guides in position, and stationary stops on the columns arranged to engage the free ends of the bolster guides and hold the same in either bolster engaging position 45 or bolster releasing position. 50

In testimony whereof, I have hereunto set my hand.

HARRY T. ANDERSON.

Witnesses:

THEODORE C. H. KECK,
H. B. COLBERT.