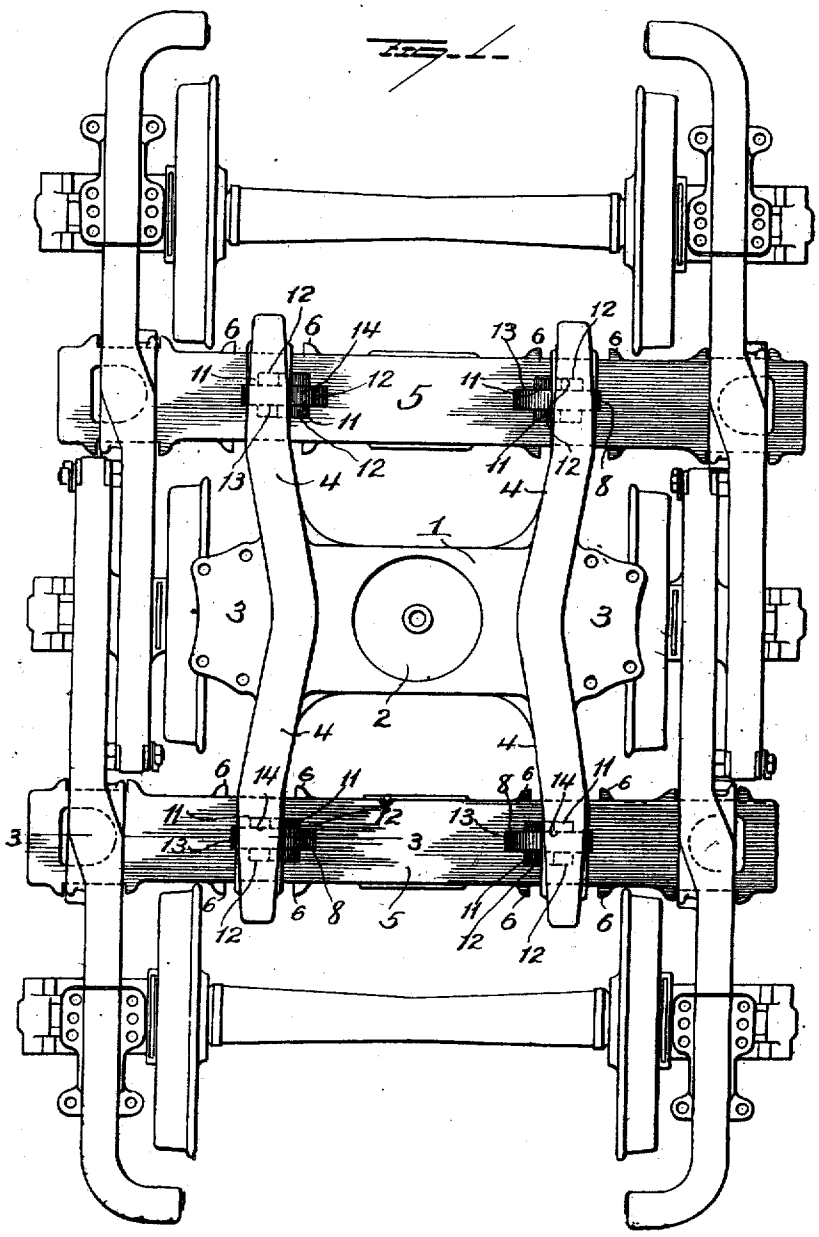
Aug. 12, 1924. 1,504,252

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CAR TRUCK OF THE SIX-WHEEL TYPE

Filed April 7, 1923 3 Sheets-Sheet 1



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Fig. 2.

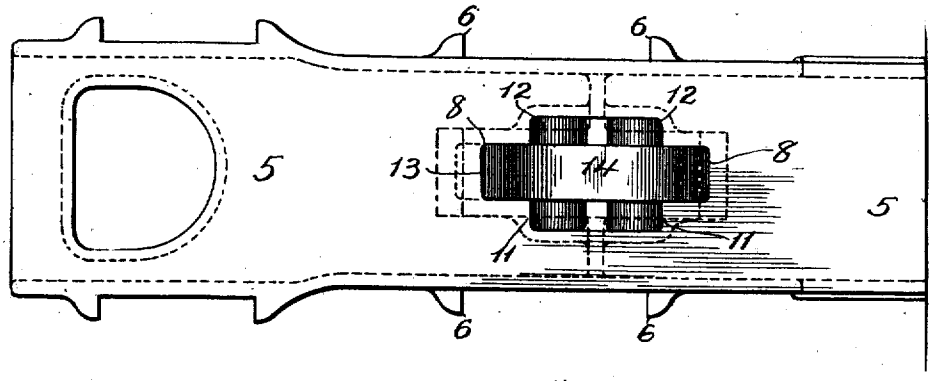
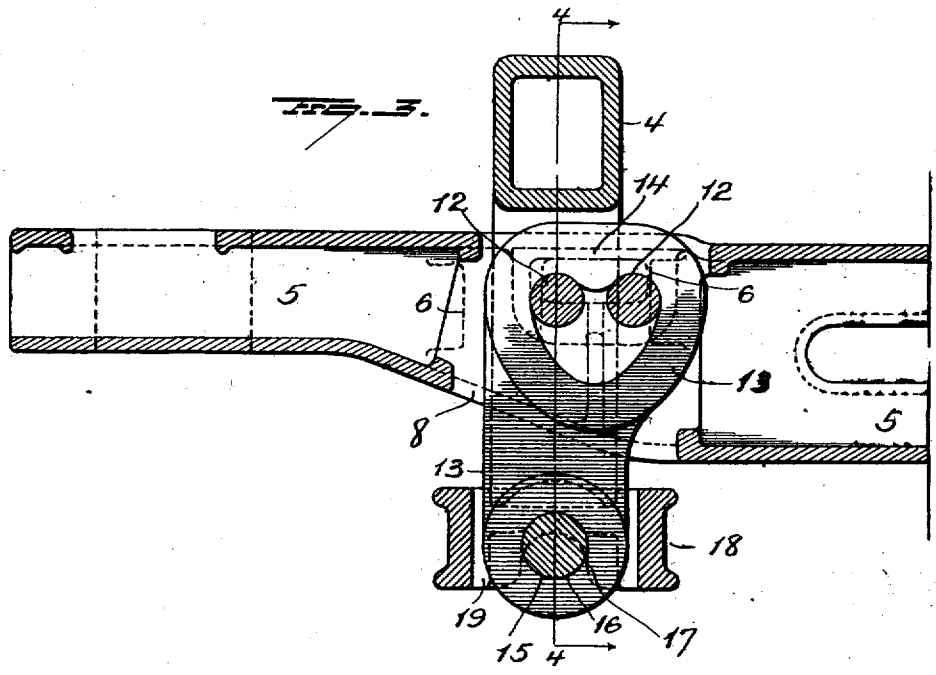


Fig. 3.



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Fig. 4.

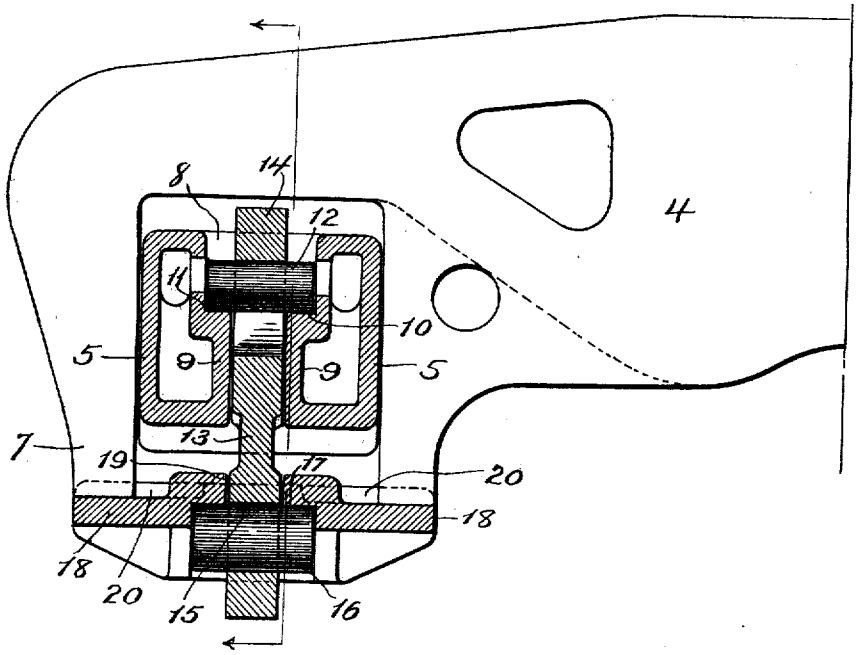
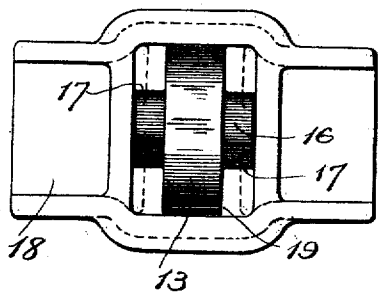


Fig. 5.



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UNITED STATES PATENT OFFICE.

JACOB C. LARSEN, OF COLUMBUS, OHIO, ASSIGNOR TO THE BUCKEYE STEEL CASTINGS COMPANY, OF COLUMBUS, OHIO.

CAR TRUCK OF THE SIX-WHEEL TYPE.

Application filed April 7, 1923. Serial No. 630,540.

To all whom it may concern:

Be it known that I, JACOB C. LARSEN, a citizen of the United States, and a resident of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Car Trucks of the Six-Wheel Type; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to car trucks of the six wheel type and its primary object is to provide a novel connection between the longitudinal and transverse bolster whereby lateral flexibility will be imparted to the truck without any loss of strength or durability. Another object of the invention is to effect an economy in manufacture while maintaining efficiency, and to provide a construction and arrangement of parts which may be readily assembled and, when assembled, will prevent separation of the bolsters.

One embodiment of the invention is illustrated in the accompanying drawings, in which Fig. 1 is a plan view of the truck;

Figure 2 is a plan view of one end portion of a transverse bolster;

Figure 3 is an enlarged section on the line 3—3 of Fig. 1;

Figure 4 is a section on the line 4—4 of Fig. 3, and

Figure 5 is a detail bottom plan view of a casting provided to carry the end of the longitudinal bolster.

Referring more in detail to the drawings, 1 designates the main or central transverse bolster which is constructed to provide a center bearing 2 and end shelves 3 to support the usual side bearings. The main bolster is cast integral with the longitudinal or side bolsters 4 and the latter are supported by the front and rear transverse bolsters 5, said bolsters 5 being supported by the usual side frames which carry the journal boxes for the car axles. The bolsters 5 are provided with vertical ribs 6 on their sides and the ends of the bolsters 4 are given the hook or yoke formation indicated at 7 to fit over the bolsters 5 between said ribs 6 whereby excessive movement of the bolsters 5 laterally with respect to the truck will be prevented. It will be readily noted that the side bolsters 4 are somewhat arcuate in form in plan view, their ends being at a greater distance from the medial longitudinal line of the truck than their centers, and this formation enables them to effectually resist inwardly directed endwise thrust of the bolsters 5.

Through the bolster 5 is formed a vertical opening or passage 8 which extends longitudinally of the bolster and the side walls 9 of which are formed with offsets or shoulders 10 in which are bearing recesses or notches 11 to receive pins or rollers 12. A link or hanger 13 is arranged within the opening 8 and is constructed at its upper end with an open heart-shaped head 14 to engage around the said pins or rollers whereby the link will be suspended on the same for rocking movement. The lower end of the link has a circular opening 15 therethrough to receive a pivot pin 16 which projects from both sides of the link and engages in notches 17 in the under side of a carrier plate 18, said plate having a transverse slot 19 to accommodate the lower end of the link. The terminals of the hook or yoke 7 bear upon the upper side of the carrier plate and ribs or stop flanges 20 are formed on the plate to prevent shifting of the yoke or hook over the side of the plate, and it will be readily noted that the side bolster does not rest directly upon the transverse bolster but is hung thereon through the pin 16 and the associated elements. As the point of suspension is low, stability in the structure is assured.

Under normal running conditions, the parts will remain in the relative positions shown in Fig. 3 but if lateral strain on the truck should increase, the transverse bolster 5 may yield somewhat endwise inasmuch as the link or hanger 13 will rock about the pin 16 and thereby permit a limited movement of the transverse bolster through the opening of the yoke 7. While relative movement of the bolsters is thus permitted so that lateral flexibility is imparted to the truck, the movement is limited so that the load-carrying capacity of the truck is not affected. The edges of the link coming into contact with the end walls of the slot 19 constitute one limiting means while the ribs 6 on the side of the transverse bolster constitute another limiting means.

Having fully described my invention what I claim as new and desire to secure by Letters Patent, is:—

1. In a truck, the combination of a transverse bolster, a longitudinal bolster having its end constructed to fit over the transverse bolster, and means for supporting the transverse bolster within the end of the longitudinal bolster and permitting limited endwise movement thereof.

2. In a truck, the combination of a transverse bolster, a longitudinal bolster having a yoke at its end through which the transverse bolster extends, a link having its upper end secured within the transverse bolster for rocking movement, and a pivotal connection between the lower end of the link and the bottom of the yoke.

3. In a truck, the combination of a transverse bolster, a longitudinal bolster having a yoke at its end fitting over the transverse bolster, a carrier plate fitting against the bottom of the yoke and passing beneath the transverse bolster, a link having its upper end secured in the transverse bolster and its lower end passing through the carrier plate, and a pivot engaged through the lower end of the link and seating in the plate and holding the plate to the yoke.

4. In a truck, the combination of a transverse bolster having a vertical opening therethrough, the side walls of the said opening having lateral shoulders and having notches in said shoulders, pins seated in said notches, a link having its upper end engaged about said pins for rocking movement, the link extending through and below the bottom of the bolster, a longitudinal bolster provided at its end with a yoke fitting over the transverse bolster, a carrier plate fitting against the bottom of the yoke and extending beneath the transverse bolster, said plate having a central slot to receive the lower end of the link and having notches in its under face at the sides of the slot, and a pin engaging pivotally through the link and seating in said notches.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

JACOB C. LARSEN.

Witnesses:
WM. W. MATCHNEER,
MERRITT R. HANSEN.