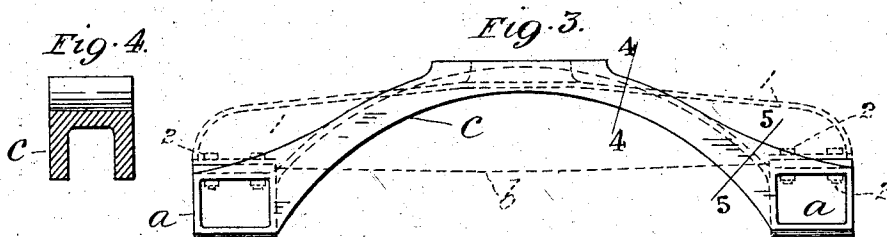
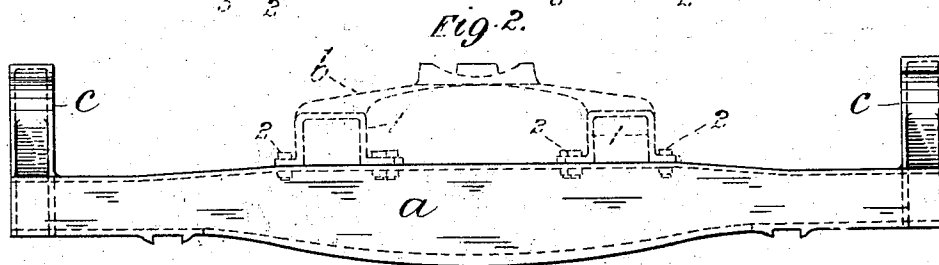
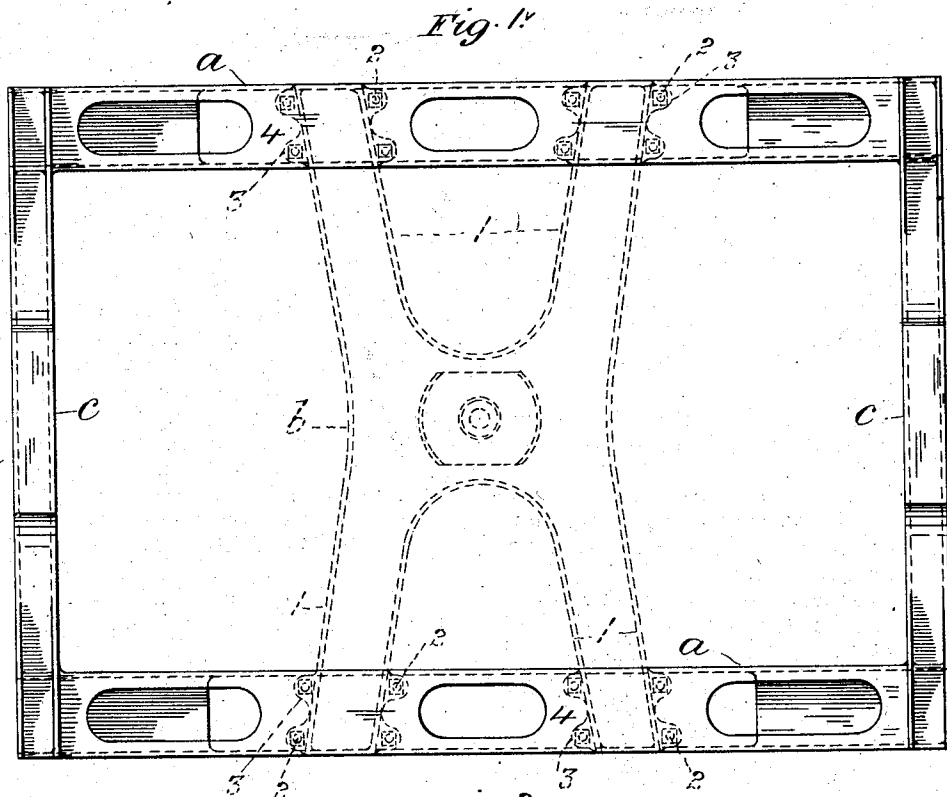


No. 833,813.

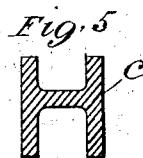
PATENTED OCT. 23, 1906.

C. T. WESTLAKE.
CAR TRUCK.

APPLICATION FILED JUNE 29, 1906.



WITNESSES
J. M. Olliger
T. K. Kuhn



INVENTOR
Charles T. Westlake
By *Edward W. Funnell*
His Att_y

UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO DOUBLE BODY BOLSTER COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

CAR-TRUCK.

No. 833,913.

Specification of Letters Patent.

Patented Oct. 23, 1906.

Application filed June 29, 1906. Serial No. 324,047.

To all whom it may concern:

Be it known that I, CHARLES T. WESTLAKE, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented a new and useful Improvement in Car-Trucks, of which the following is a specification.

My invention relates particularly to the double spring-beam and side-bearing bridges of a railroad six-wheeled car-truck having a metallic center beam or "bolster" spanning and fixed at its end portions to the spring-beams, such as described and shown in the Letters Patent of the United States granted to Harry M. Pflager and Clarence H. Howard, November 8, 1904, No. 774,492, for an improvement in car-trucks; and my invention has for its object to increase the rigidity of the spring-beams and insure their alinement to each other at all times and to enable them to be lowered together on removal of the center beam or bolster for repairing the spring-plank hangers and adjacent parts, which are inaccessible when all the parts are assembled.

The invention consists in features of novelty, as hereinafter described and claimed, reference being had to the accompanying drawings, forming part of this specification, wherein—

Figure 1 is a top plan of my improved combined spring-beams and side-bearing bridges; Fig. 2, a side elevation thereof; Fig. 3, an end view of the same; and Figs. 4 and 5, cross-sections, to enlarged scale, through one of the side-bearing bridges forming part of my invention on lines 4-4 and 5-5, respectively, in Fig. 3.

Like letters and numerals of reference denote like parts in all the figures.

a represents the two spring-beams of a six-wheeled car-truck, which are preferably composed of cast-steel, respectively integral and in the present case of an inverted-U shape in cross-section, except at their end portions, which are box-shaped and adapted on the under side to form the spring-seats of the truck, or the spring-beams *a* may be otherwise configured.

b is the center beam or bolster, (indicated by dotted lines,) which spans and is support-

ed on the spring-beams *a*. The center beam *b* is composed, preferably, of cast-steel integral throughout and in the present case is of a double U or V shape in top plan, perforated centrally for the king-bolt and having the end portions of its bifurcated members 1, which are preferably of an inverted-U shape in cross-section, fixed on the spring-beams *a* by bolts (or rivets) 2, which pass through lugs (or flanges) 3 formed on the base of the members 1 and through the top members 4 of the spring-beams *a*, as indicated, or the center beam *b* may be of any other suitable cross-section and configuration in top plan for obtaining a firm bearing thereof on the spring-beams *a*.

The spring-beams *a* are united to each other at or adjacent to their ends, respectively, by a tie-bar *c*, which is integral with the spring-beams *a* and in the present case of an inverted-U shape in cross-section, except at its ends or junction with the spring-beams *a*, where it may be of a double U or H shape in cross-section; Fig. 5, or the tie-bar *c* may be of any other suitable shape in cross-section.

Each tie-bar *c* between the spring-beams *a* is preferably arched and adapted to form the corresponding side-bearing bridge of the truck, or the tie-bar *c* may be independent of the side-bearing bridge, which may be of the ordinary construction and fixed at its ends to the spring-beams *a* in the usual or any suitable manner; but I prefer to utilize the tie-bars *c* for the purpose described.

By this construction the spring-beams *a* are greatly strengthened and rigidly held apart parallel and in horizontal alinement to each other at all times, so that on removal of the bolts 2 the spring-beams *a* can be lowered together away from the center beam *b* and access thereby obtained to the upper hinge-pins of the spring-plank hangers (not shown) or other adjacent parts requiring repairs or adjustment which cannot be effected while the spring-beams *a* are in their normal or assembled position.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a car-truck of the class described, the combination with the spring-beams hav-

ing the center beam or "bolster" removably fixed thereto, of a tie-bar uniting and integral with the said beams, substantially as described.

- 5 2. In a car-truck of the class described, the combination with the spring-beams having the center beam or "bolster" removably fixed thereto, of a tie-bar uniting and integral with the said beams, the said bar being

adapted to form a side-bearing bridge of the truck, substantially as described.

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

CHARLES T. WESTLAKE.

Witnesses:

JESSE T. FRIDAY,
EDWARD W. FURRELL