

C. W. WODZNSKI.

CAR TRUCK.

APPLICATION FILED APR. 14, 1908.

941,293.

Patented Nov. 23, 1909.

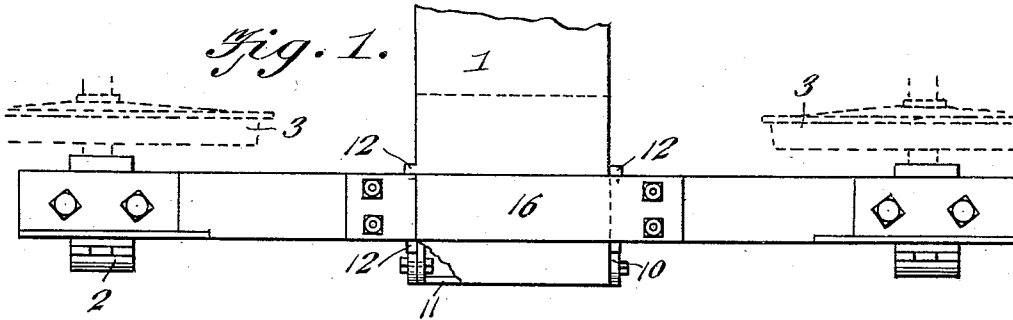


Fig. 2.

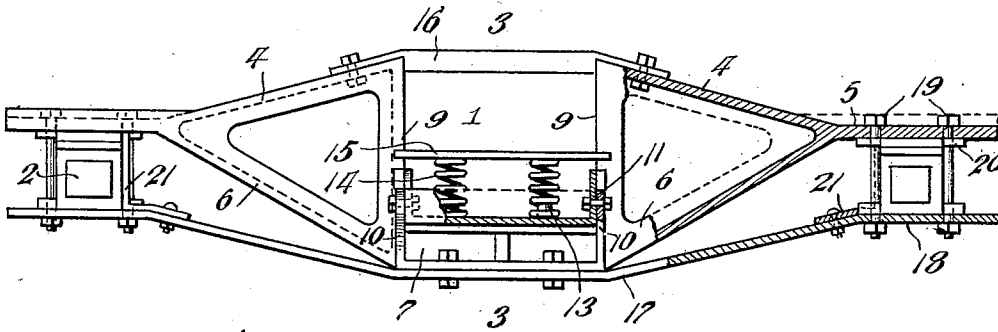


Fig. 4.

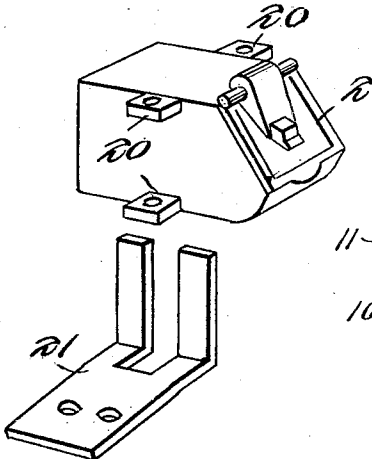
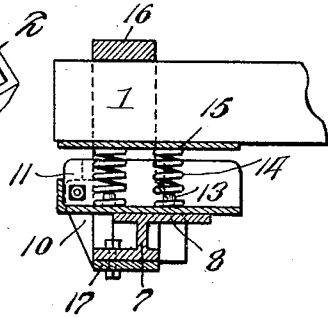


Fig. 3.



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CHARLES W. WODZNSKI, OF MENOMINEE, MICHIGAN.

CAR-TRUCK.

941,293.

Specification of Letters Patent.

Patented Nov. 23, 1909.

Application filed April 14, 1908. Serial No. 427,004.

To all whom it may concern:

Be it known that I, CHARLES W. WODZNSKI, a citizen of the United States, residing at Menominee, in the county of Menominee and State of Michigan, have invented new and useful Improvements in Car-Trucks, of which the following is a specification.

This invention relates to a cast side frame of the "diamond" style for car trucks; and it consists in features of novelty hereinafter fully described and pointed out in the claims.

In the accompanying drawings, Figure 1 is a top plan view of the improved side frame, showing part of the truck structure. Fig. 2 is a side view, part in vertical section. Fig. 3 is a detail sectional view upon the line 3-3 of Fig. 2. Fig. 4 is a detail perspective view of one of the axle boxes and one of the brace members provided therefor.

In the accompanying drawings the numeral 1 designates a part of the bolster of a car truck, 2 the axle boxes, and 3 a pair of the wheels. Each side of the frame is made in diamond style and is cast in a single piece of metal except for a compression member, which is removably secured above the bolster opening of the frame.

The numeral 4 designates the upper arch bar, 5 the extended ends of the frame, 6 the lower arch bar and 7 the saddle plate connecting the trusses of the frame. The saddle plate 7 is provided with a shelf 8 extending rearwardly from the inner edge of the truck frame and connecting the bolster columns of the frame. The bolster columns 9 are provided with outwardly extending ears 10, and these ears are provided with suitable perforations adapted for the reception of suitable retaining elements provided in aligning perforations provided in the sides of the spring seat box 11. This box 11 is formed of a base having side walls and a reduced front wall. The side walls of the box are provided with lugs 12 at their upper edges spaced apart an approximately equal distance to that of the thickness of the bolster columns 9 which they are adapted to engage. By arranging the box 11 with the lugs 12, and by providing the saddle plate with the enlarged bearing surface or shelf 8, it will be noted that the spring seat box 11

is effectively retained upon the frame and all liability of lateral or other movement entirely overcome.

The spring seat box 11 is provided with a plurality of upturned ribs or nipples 13 adapted for the reception of the helical springs 14 which support a truck bolster plate 15 upon which the bolster 1 is positioned. It will be noted that by providing the trusses with a removable compression bar the space between the bolster columns 9 is left open at the top of the frame so that the spring seat box 11, bolster plate 15 and bolster 1 may be readily inserted in position between the bolster columns. The compression bar 16 has its ends inclined to correspond with the inclined upper arch bars 4 of the frame. The compression bar 16 has each of its ends provided with a suitable opening alining with a corresponding opening in the upper arch bars 4, and these openings are adapted for the reception of retaining elements by which the compression bar is removably connected with the trusses of the frame.

The numeral 17 designates the pedestal tie bar. This tie bar 17 has its ends inclined and is provided with suitable spaced openings upon its extended ends 18, corresponding with similar openings provided in the extended end 6 of the trusses. These openings are adapted for the reception of suitable bolts 19 engaging the ears 20 of the journal boxes 2. The tie bar 17 is also provided with the spacing members 21, adapted to comprise a body member attached to the bar and having two vertical projecting fingers positioned one on each side of the lug 20, which are also adapted to contact the under faces of the extensions 5 and sustain the tie bar in proper spaced relation with said extensions.

Having thus fully described the invention what is claimed as new is:

1. In a car truck frame of the "diamond" shape having its arch bars and saddle plate constructed of a single casting, an elevated shelf between the bolster columns and projecting rearwardly of the trusses, ears upon the bolster columns, a spring seat box for the shelf and engaging the ears of the bolster columns, spaced lugs upon the box engaging each side of the bolster column, springs for the box, a bolster plate for the

springs, a bolster, and a compression bar connecting the opening between the bolster columns.

2. In a car truck frame of the "diamond" shape, trusses having a connecting saddle plate integrally formed, an integrally formed shelf above the saddle plate and connecting the bolster columns of the trusses, ears upon the bolster columns having perforations, a spring seat box having lugs adapted to engage the sides of the bolster columns upon the shelf, the boxes being provided with openings alining with the openings of the ears and adapted for engagement of the retaining elements, projections upon the floor of the box, helical springs upon the box engaging the projections, a bolster plate upon the spring, a bolster upon the plate, and a compression bar having openings near its ends alining with openings provided by the upper arch bars of the trusses and

adapted for the reception of the retaining elements.

3. The combination with a car truck frame of the "diamond" shape having a spring bolster seat and extending ends, of a pedestal tie bar connected with the saddle plate of the frame and extending from each side thereof, brace members provided with spaced arms adapted to contact the extensions of the frame, axle boxes provided with lugs adapted to engage between the arms of the brace members, and means for securing the axle boxes between the extensions of the frames and the tie bar.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES W. WODZNSKI.

Witnesses:

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