

J. GREEN.
CAR TRUCK.

APPLICATION FILED AUG. 17, 1904.

NO MODEL.

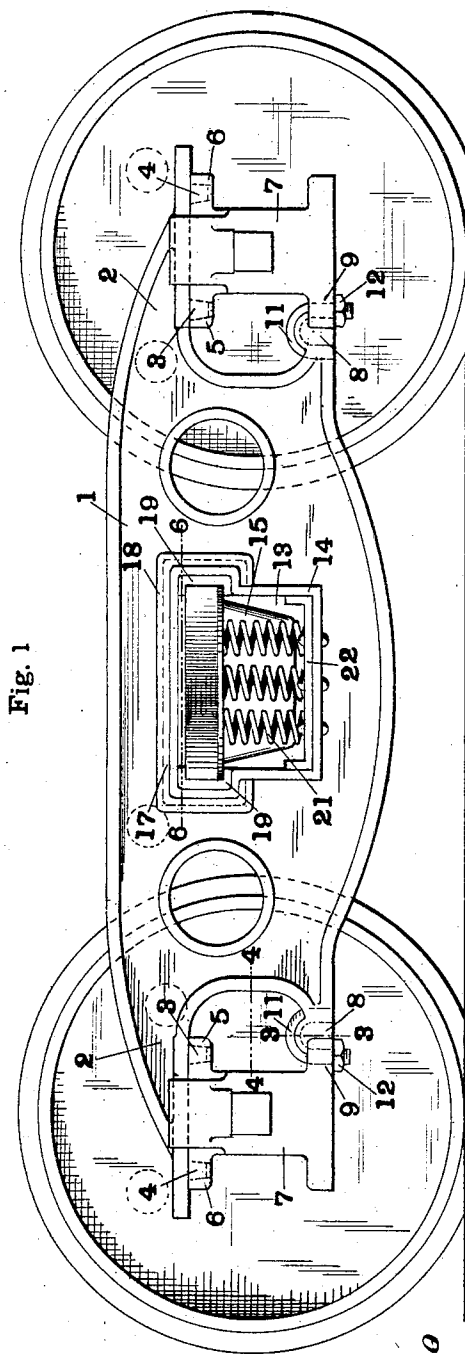


Fig. 1

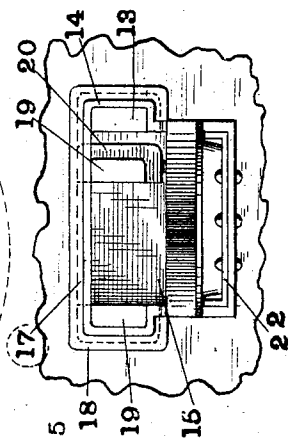


Fig. 5

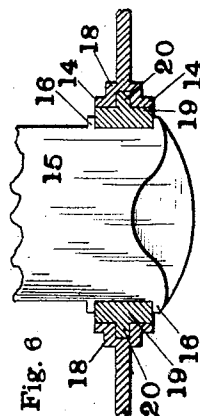


Fig. 6

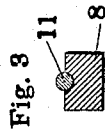


Fig. 3

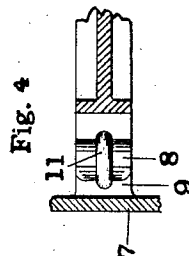


Fig. 4

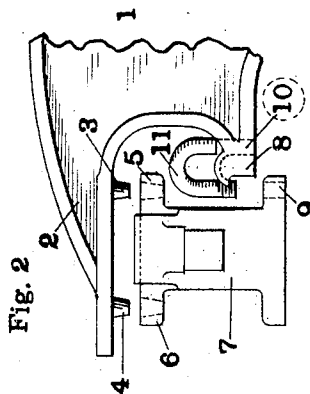


Fig. 2

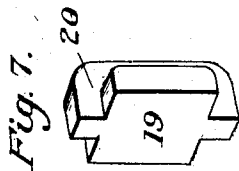


Fig. 7

Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN GREEN, OF ST. LOUIS, MISSOURI.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 777,726, dated December 20, 1904.

Application filed August 17, 1904. Serial No. 221,072.

To all whom it may concern:

Be it known that I, JOHN GREEN, a citizen of the United States, and a resident of the city of St. Louis and State of Missouri, have invented a new and useful Improvement in Car-Trucks, of which the following is a specification.

My invention relates to car-trucks, and has for its principal objects to simplify the construction of side frames for car-trucks; to produce a side frame for car-trucks having open recesses to receive journal-boxes; to provide a side frame having bolster-receiving openings bounded by permanently-connected sides and adapted to receive an ordinary bolster provided with column-guides; to provide a side frame having column-guides, a portion of each of which is removable and may be put in place after the insertion of the end of the bolster in the bolster-receiving opening, and other objects hereinafter more fully appearing.

My invention consists in the parts and in the arrangements and combinations of parts hereinafter described and claimed.

In the accompanying drawings, forming a part of this specification, and wherein like symbols refer to like parts wherever they occur, Figure 1 is a side view of my improved truck-frame. Fig. 2 is a side view of one end of the side frame, the parts being separated. Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 is a section on the line 4 4 of Fig. 1. Fig. 5 is a side view of the bolster-receiving opening, one of the bolster-guides being in place, the other bolster-guide being moved into place and the bolster being tilted in the position permitting insertion of the bolster-guides. Fig. 6 is a sectional view on the line 6 6 of Fig. 1. Fig. 7 is a perspective view of one of the bolster-guides.

The side frame of the present car-truck comprises a body portion 1, having at its opposite upper corner overhanging shoulders 2. The ends of said body portion and said shoulders bound upon two sides recesses to receive journal-boxes. Upon the lower side of each shoulder are lugs 3 4 integral with the shoulder and arranged in position to enter the ordinary bolt-holes in the ears 5 6 of an ordi-

nary journal-box 7. At each lower corner the body portion 1 has integral projections 8, which are undercut at their outer ends, so as to fit over the lower inner ears 9 on the journal-box 7. The upper surface is semi-cylindrical and is provided with a groove that is semicircular in cross-section. A vertical hole 10 forms a continuation of the groove. A curved bolt 11 connects the ear 9 with the body portion 1, its ends passing through the bolt-hole in the ear 9 and the hole 10 in the body portion, respectively. A nut 12, screwed on one end of the bolt 11, holds the parts securely in place. By adopting this construction the side frame may be made much lighter, as the portions usually surrounding the journal-box and the heavy journal-box bolts are dispensed with. In order to remove the journal-box, it is necessary to raise the truck only an amount equal to the length of the lugs.

Near the center the side frame is provided with a bolster-receiving opening 13, which is bounded by a flange 14. The upper part of the opening is wider than the lower part, the upper part being as wide as the outside dimensions of the bolster 15 over the column-guides 16, while the lower part is only as wide as the width of the bolster between the column-guides. The wider part of the opening is surrounded by a groove 17, a swell 18 being formed outside of the flange 14 to permit the formation of the groove without impairing the strength of the side frame. Bolster-guides 19 are provided with flanges 20 on three sides, which fit in the groove 17. A bolster-guide 19 is provided upon each side of each end of the bolster, as illustrated in Figs. 1, 5, and 6. When the bolster-guides are in place, they form continuations of the sides of the narrower part of the opening and are, in effect, removable portions of the columns. The bolster is inserted through the wider part of the opening and then tilted so as to carry its ends below the lowest portions of the groove 17. Then the bolster-guide 19 may be inserted. Then the bolster is put in its normal position and the springs 21 can be put in place. The bolster-guides, it is apparent, are held in place without the use of bolts or any fastening means whatever. A cross-tie 22 is riveted to the

lower sides of the opening and serves as a spring-seat.

Obviously my device admits of considerable modification within the scope of my invention, and therefore I do not wish to be limited to the specific construction shown and described.

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

1. A car-truck comprising side frames provided with journal-box-receiving recesses open at at least two sides, journal-boxes in said recesses, each of said frames being provided with integral means to engage a journal-box, and means to secure the lower adjacent corners of said journal-boxes and said side frame.

2. A car-truck comprising side frames provided with journal-box-receiving recesses open at at least two sides, journal-boxes in said recesses, lugs integral with said side frames in position to enter bolt-holes in said journal-boxes, and a bolt connecting the adjacent lower corners of said journal-boxes and side frames.

3. A car-truck comprising side frames provided with journal-box-receiving recesses open at at least two sides, journal-boxes in said recesses, lugs integral with said frames in position to enter bolt-holes in said journal-boxes, a projection on the lower corner of each of said frames in position to engage the adjacent lower corner of a journal-box, and a headless bolt connecting the adjacent lower corners of said journal-boxes and said side frames.

4. In a car-truck a side frame comprising a body portion, projecting shoulders upon the upper corners of said body portion, said shoulders and the sides of said body portion forming a journal-box-receiving recess, integral lugs on said shoulders in position to enter bolt-holes in journal-boxes when in place in said recesses, and projections on the lower corners of said body portion in position to engage the lower inner corners of the journal-boxes and provided with bolt-holes.

5. A car-truck comprising a bolster pro-

vided with column-guides, side frames having openings to receive the ends of said bolster, the upper part of each opening being at least as wide as the outside dimension of the end of said bolster over the column-guides and the lower part of each opening being narrower than said outside dimension, and bolster-guides removably mounted in said wider part of said opening.

6. A car-truck comprising a bolster provided with column-guides, side frames having openings bounded by permanently-connected sides to receive the ends of said bolster, the upper part of each opening being at least as wide as the outside dimensions of the end of said bolster over the column-guides and the lower part of each opening being narrower than said outside dimension, a groove at least partially surrounding the wider part of said opening, and a bolster-guide having flanges seated in said groove.

7. In a car-truck, a side frame provided with a bolster-receiving opening, the upper part of said opening being at least as wide as the outside dimension over the column-guides of the end of the bolster to be received therein and the lower part of said opening being narrower than said outside dimension.

8. In a car-truck, a side frame provided with a bolster-receiving opening, the sides of said opening serving as bolster-guides and one of said sides having a removable section.

9. In a car-truck, a side frame provided with a bolster-receiving opening, the upper part of said opening being wider than the lower part, a groove at least partially surrounding the wider part of said opening and a bolster-guide held in place by parts entering said groove.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 15th day of August, 1904, at St. Louis, Missouri.

JOHN GREEN.

Witnesses:

FRED F. REISNER,
J. B. MEGOWN.