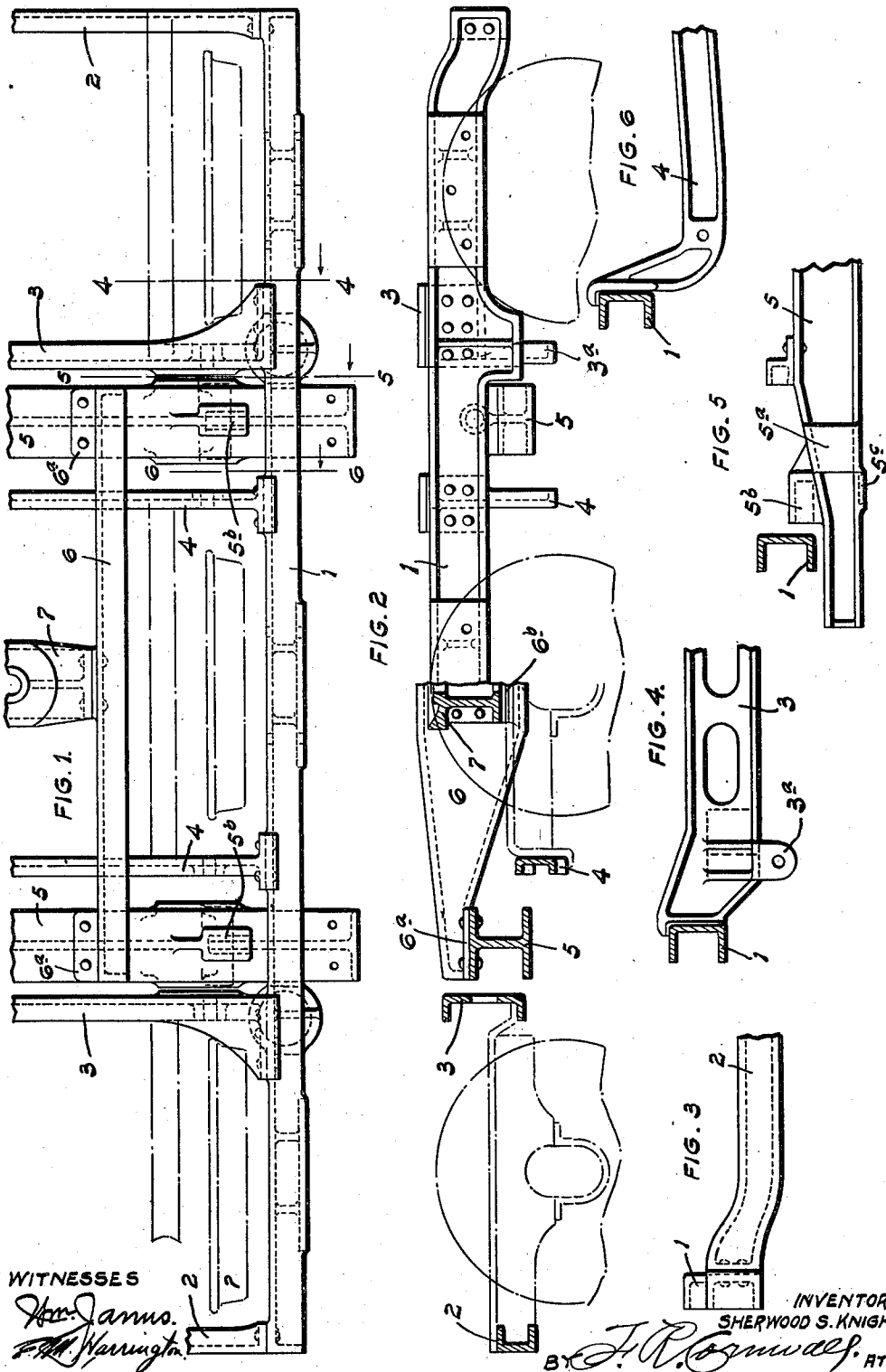


S. S. KNIGHT.
CAR TRUCK.

APPLICATION FILED JAN. 27, 1911.

1,001,653.

Patented Aug. 29, 1911.



UNITED STATES PATENT OFFICE.

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IRON & STEEL COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF MISSOURI.

CAR-TRUCK.

1,001,653.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, SHERWOOD S. KNIGHT, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Car-Trucks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a partial plan view of my improved car truck. Fig. 2 is a side elevational view partly in longitudinal section, of the same. Fig. 3 is a partial end elevation of the truck frame. Fig. 4 is a sectional view on line 4—4 of Fig. 1. Fig. 5 is a sectional view on line 5—5 of Fig. 1. Fig. 6 is a sectional view on line 6—6 of Fig. 1.

This invention relates to new and useful improvements in car trucks of the six-wheel type, the object being to simplify the construction of the truck frame, whereby the several parts, which are preferably made of castings, are so constructed that they may be removed, or the trucks easily repaired in cases of accident, due to wrecks, derailments, etc.

In the drawings 1 indicates the side frames of the truck, preferably made of casting, and provided with suitable openings for the axles, with means for attachment of the other frame members as shown.

2 are the end members of the truck frame, 3 are intermediate transverse members or transoms formed with lips at their upper outer ends, which rest upon the side members of the truck to which they are secured. These members 3 have broad bearing faces at their ends reinforced by fillets or gusset webs, whereby to increase the strength of the transoms at this point and provide a broad bearing face or attachment to the side frames. In cross sections these transoms 3 are preferably channel-shaped and near each end are provided with hangers 3^a constituting supports for the pivot pins of the swinging hangers or stirrups (not shown), which support the bolsters in position.

4 are the inner transoms, which as shown in Fig. 6 are provided with lips at their upper outer ends, resting upon the upper faces of the side frame members 1, these inner transoms 4 being preferably channel-

shaped in cross section. These transoms 4 have upwardly extending end portions whereby the main body portion of the transom is located below the horizontal plane of the side frame member 1, and at the extremities of the main body portions of the transoms 4 are suitable openings in horizontal alinement with the openings in the lugs 3^a for the purpose of affording bearings for the pivot pins of the swing hangers or stirrups.

5 are the bolsters, which are arranged between transoms 3 and 4, said bolsters being of any usual or ordinary construction, preferably being I-shaped in cross section, and provided with rubbing surfaces 5^a near each end, and spring housings 5^b for containing springs to take up lateral thrusts of said bolsters.

5^c are the seats of the bolsters for their supporting springs (not shown).

6 are transoms connecting the bolsters, said transoms being preferably channel-shaped in cross section, and have bearing feet 6^a resting upon the bolsters through which the securing rivets pass. These bolster transoms 6 are made deepest at their middle portions, and are provided with seats 6^b for supporting the center bearing block 7, which is riveted to the webs of the bolster transoms by suitable rivets as shown. By supporting the center bearing block 7 upon the lugs or seats 6^b the securing rivets are relieved of shearing strain. The center bearing block 7 is preferably I-shaped in cross section, and is provided with an integral center plate, and an opening for the usual king pin. If desired the center plate may be separated from this bearing block.

What I claim is;

1. In a car truck, the combination with side frame members, of end members detachably fixed to the ends of the side frame members, transversely disposed transoms detachably fixed to the side frame members, lips formed on the ends of said transoms, which lips bear on the tops of the side frame members, a pair of said transoms having broad reinforced ends for connection with the side frame members, a bolster arranged between each pair of transoms, longitudinally disposed transoms, having lugs for supporting a center block and the ends of which rest upon and are detachably

fixed to the bolsters, and a center bearing block arranged between the central portions of the longitudinally disposed transoms and supported by the lugs thereof, and the ends
5 of which center bearing block are detachably fixed to said transoms.

2. In a car truck, the combination of bolsters, separated transoms each composed of a vertical web having top and bottom
10 flanges and whose ends are attached to said bolsters, said transoms having inwardly presented lugs at their middle portions, and

a center bearing block whose ends abut against the vertical webs of the transoms to which they are secured, said ends being also 15 supported by said lugs.

In testimony whereof I hereto affix my signature in the presence of two witnesses, this 25th day of January, 1911.

SHERWOOD S. KNIGHT.

Witnesses:

M. P. SMITH,

ALMA GEBHART.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
