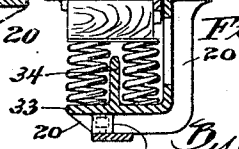
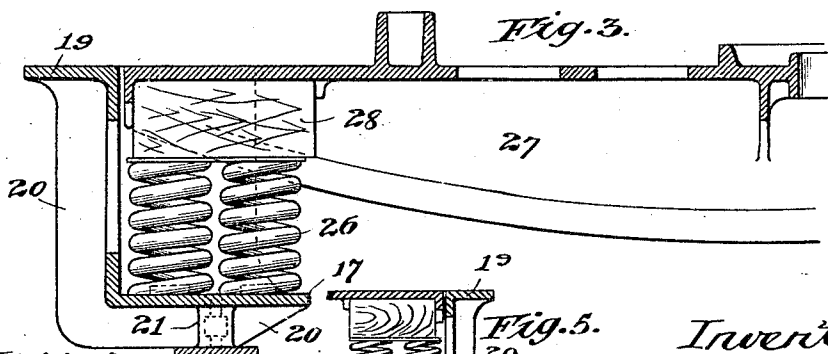
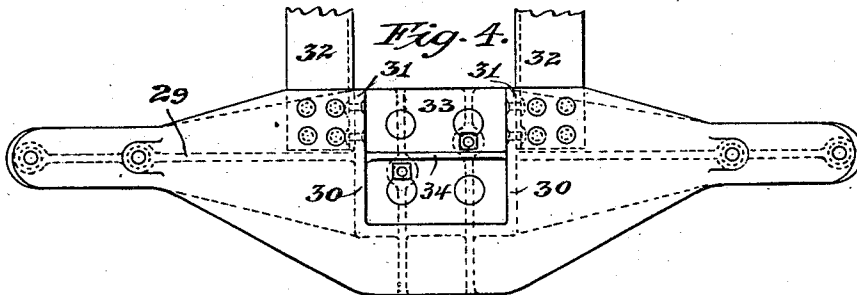
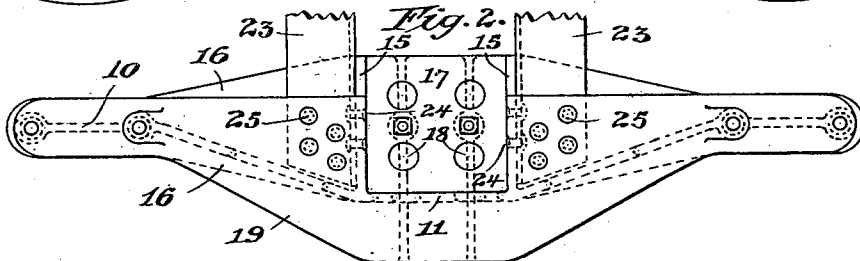
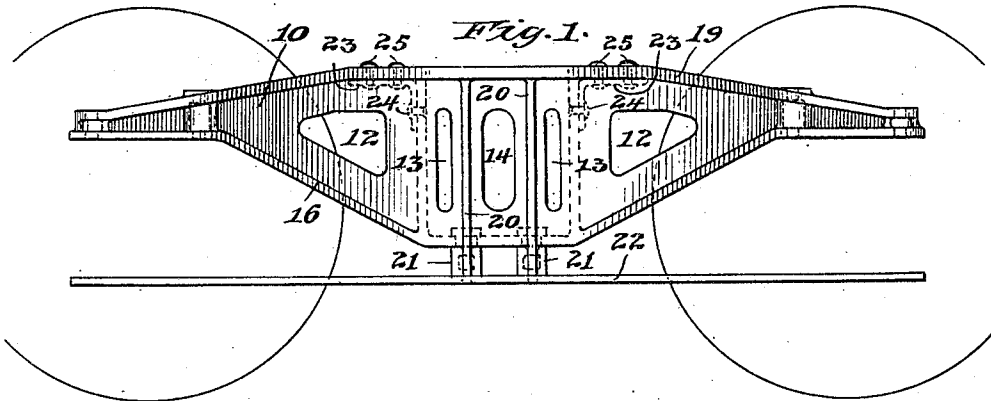


No. 839,570.

PATENTED DEC. 25, 1906.

G. G. FLOYD.
RAILWAY CAR TRUCK.
APPLICATION FILED SEPT. 24, 1906.



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UNITED STATES PATENT OFFICE.

GEORGE G. FLOYD, OF GRANITE, ILLINOIS, ASSIGNOR TO AMERICAN STEEL FOUNDRIES, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

RAILWAY-CAR TRUCK.

No. 839,570.

Specification of Letters Patent.

Patented Dec. 25, 1906.

Application filed September 24, 1906. Serial No. 335,922.

To all whom it may concern:

Be it known that I, GEORGE G. FLOYD, a citizen of the United States, residing at Granite, in the county of Madison and State of Illinois, have invented certain new and useful Improvements in Railway-Car Trucks, of which the following is a specification.

The object of my present invention is the provision of a car-truck side frame, preferably but not necessarily of cast metal, which shall have a pocket on the inner side of the main vertical plate or web to accommodate the bolster-springs and the end of the bolster, whereby longitudinal shifting of the bolster is prevented and its removal is easily effected. In such a construction I have found it desirable to bow the vertical web outwardly and to broaden the top and bottom marginal flanges of the web at the central portion of the side frame. In some cases it may be desirable to provide an additional web in the spring-pocket, which in effect forms a continuation or connection between unbowed portions of the main vertical web.

In the accompanying drawings, forming a part of this specification, two desirable embodiments of my invention have been illustrated.

Figure 1 is a side elevation of one form of my improved side frame. Fig. 2 is a plan view of the same. Fig. 3 is a section through the bolster and frame showing their coöperation. Fig. 4 is a plan view of a modified form of said frame, and Fig. 5 is a section through the bolster and modified form of side frame on a reduced scale.

Referring first to Figs. 1, 2, and 3, the truck side frame includes a main vertical web or plate 10, bowed outwardly at 11 at its central part and provided with the apertures 12, 13, and 14 for a reduction of weight. Extended inwardly from the bowed portion 11 of web 10 are two parallel walls 15, forming ends of a spring-pocket. Along its bottom edge web 10 has a marginal flange 16, projecting from both sides of the web for the greater portion of its length, except along the bowed part 11, where the outwardly-extended portion is omitted. This flange 16 is considerably widened at the central part of the frame to form a seat 17 for the spring-pocket, the seat having the bosses or projections 18 integral therewith as centering means for the bolster-springs. Web 10 has a top marginal or peripheral flange 19, extend-

ed from both sides thereof and omitted over the spring-pocket. The outer face of the portion 11 of web 10 has a pair of vertical ribs 20, extending from the flange 19 downwardly and beneath the spring-pocket to support the same, as shown in Fig. 3. Beneath the spring-pocket these ribs or flanges 20 have apertured enlargements or bosses 21, through which may be passed bolts or the like to fasten the pedestal tie-bar 22 in place.

In order to connect together the two side frames of the truck and maintain them in proper position, I use a pair of angle transoms or transverse beams 23, one leg of each of which is riveted at 24 to one of the walls 15 and at 25 to flange 19.

When the parts of the truck are properly assembled, the bolster-springs 26, of which any suitable number may be employed, rest upon the spring-seat 17 and sustain the end of bolster 27 and filler-block 28. The bolster is prevented from moving outwardly longitudinally since it fits inside of the bowed portion 11 of the web, its vertical movements being guided by the pocket-walls 15.

Since there are no parts binding the bolster and the side frame together, it will be readily understood that the bolster can be withdrawn from the frame merely by lifting it.

In Figs. 4 and 5 a construction similar to that set forth above has been illustrated; but in this modification the bowed portion of the main web 29 is much shorter and its side walls 30 are at right angles to web 29 and form in connection with the inwardly-extended walls 31 the end walls of the pocket. As in the previous instance the angle transoms 32 are riveted to the top flange of the main frame and to the walls 31. Extended across the top surface of the spring-seat 33 is a web 34, which is in alinement with and connects the two unbowed portions of web 29, this rib 34 extending upwardly only approximately one-half the height of the spring-pocket to allow compression of the springs and descent of the bolster. This construction is in some respects more desirable than that shown in Figs. 1, 2, and 3, for the reason that the weight of the car-body is more evenly distributed on the two sides of the main vertical web and because the unbowed portions of the main web are tied together by the rib 34. In this form of truck the bolster can be readily withdrawn merely by lifting it out of the spring-pockets.

I claim:—

1. A car-truck side frame having a vertical plate or web with a bolster-spring pocket disposed solely on the inner side thereof, substantially as described.
2. A car-truck side frame having a vertical plate portion bowed outwardly, substantially as described.
3. In a car-truck, the combination of side frames each having a vertical plate portion bowed outwardly, and a bolster disposed between and prevented from moving longitudinally by the bowed parts of said vertical plate portions, substantially as described.
4. A car-truck side frame having a vertical plate bowed outwardly and walls extended laterally from said vertical plate forming with the part of said vertical plate between said laterally-extended walls a pocket adapted to receive the end of a bolster, substantially as described.
5. A car-truck side frame having a vertical plate bowed outwardly and provided with an inwardly-extended horizontal flange and walls extended laterally from said vertical plate forming with the part of said vertical plate between said laterally-extended walls and said flange a pocket adapted to receive the end of a bolster and one or more bolster-springs, substantially as described.
6. In a car-truck, the combination of a side frame comprising a vertical plate having a top flange and inwardly-projecting walls, and transom angle-bars riveted to said top

flange and to said walls, substantially as described.

7. A side frame for a car-truck having a vertical web, top and bottom marginal flanges, and inwardly-projecting walls, a portion of said bottom flange, said walls, and a part of said vertical web forming a spring-pocket, said top flange being interrupted over said pocket, substantially as described.

8. A car-truck side frame having a longitudinal vertical plate bowed outwardly for a portion of its length, and a longitudinal vertical web connecting the unbowed portions of said plate, substantially as described.

9. A car-truck side frame comprising a longitudinal vertical plate bowed outwardly for a portion of its length and having an inwardly-extended flange integral therewith, and a web integral with said plate and flange rising from the surface of said flange and connecting the unbowed portions of said plate, substantially as described.

10. A car-truck side frame comprising a longitudinal vertical plate bowed outwardly and having a top marginal flange and one or more ribs or brackets integral with said plate and flange connecting the bowed portion of said plate with said flange, substantially as described.

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