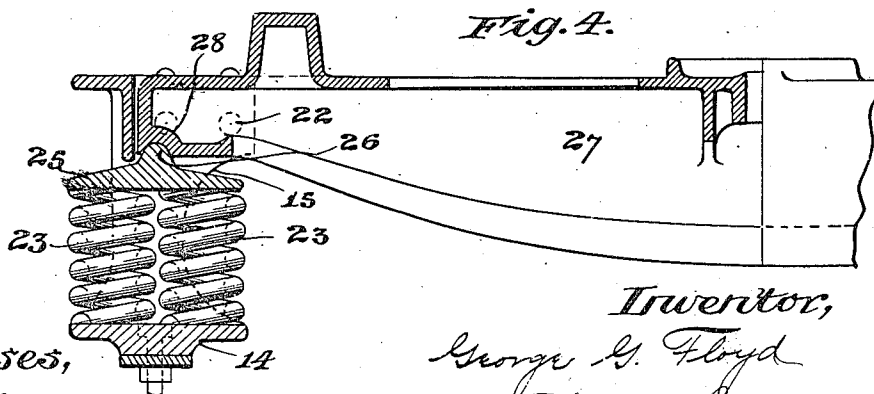
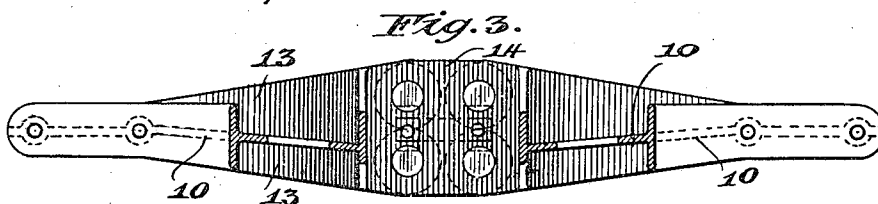
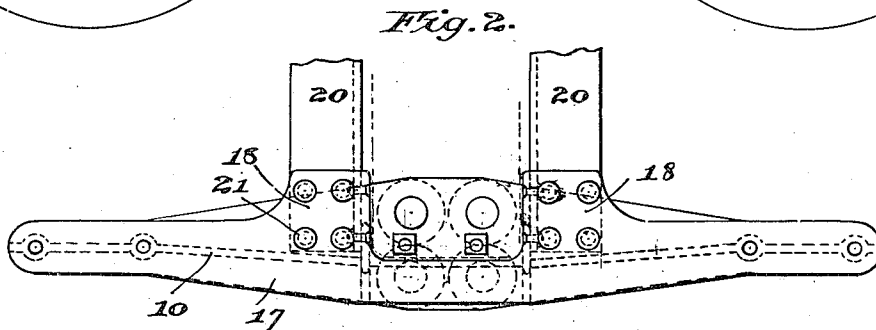
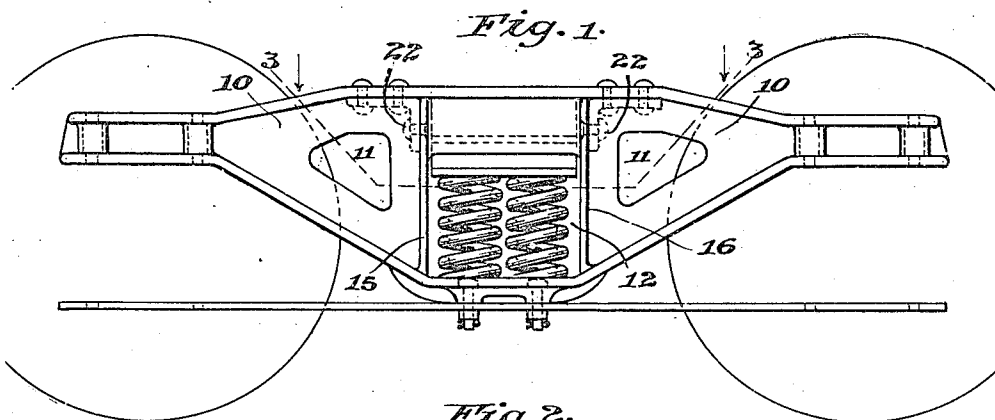


No. 839,571.

PATENTED DEC. 25, 1906.

G. G. FLOYD.
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.

CAR-TRUCK.

No. 839,571.

Specification of Letters Patent.

Patented Dec. 25, 1906.

Application filed September 24, 1906. Serial No. 335,923.

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 Car-Trucks, of which the following is a specification.

My invention concerns car-trucks, especially those with cast-steel side frames, and its object is the provision of side frames which will readily permit the removal of the bolster. To this end I use a construction wherein the bolster does not extend through an aperture in each side frame as is usual, but instead the bolster terminates inside of a portion of the frame extending across its end, whereby the two side frames prevent any substantial lengthwise shifting of the bolster. Preferably the main vertical plate or web of the frame is bowed outwardly more or less at its central part to receive the bolster between these bowed portions and prevent longitudinal movement thereof, suitable means also being provided for guiding the bolster in its vertical adjustments due to different loads. In order to equalize the pressure thrust upon the side frame through the bolster-springs, I position the springs on each side of the vertical web or plate, the top spring-cap on which the bolster rests projecting through an aperture in the plate provided for that purpose.

In the accompanying drawings, which form a part of this specification, I have illustrated the most desirable embodiment of my invention, and in the various views of said drawings like reference characters refer to the same parts throughout.

Figure 1 is a side view of my improved car-truck side frame. Fig. 2 is a top plan view of the same, the springs and bolster being indicated in dotted lines. Fig. 3 is a section on line 3 3 of Fig. 1, the springs being indicated in dotted lines; and Fig. 4 is a section longitudinally of the bolster and transversely of the side frame.

Each side frame of the car-truck includes a plate or web 10, apertured at 11 for a reduction of weight, the plate or web being bowed outwardly slightly at its central portion, as is clearly indicated in Figs. 2 and 3. The central lower portion of this member 10 is apertured at 12 for the accommodation of the bolster-springs and spring-cap, and the lower edge of web 10 is provided with a marginal

flange 13, extended in opposite directions from the web, the flange being broadened at 14 beneath the aperture 12 to form a comparatively wide spring-seat disposed on both sides of the web. The sides of this aperture also have flanges 15 and 16 projecting in opposite directions from the web and extended to the top of the frame, which is supplied with the top marginal flange 17, having rearwardly extended ears 18 disposed just outside of flanges 15 and 16, the upper ends of the latter being widened, as shown in Fig. 4. Flange 17 projects from opposite sides of web 10 except at that portion of the web over the opening 12 where the inner part of such flange is omitted. The two side frames, which are alike, are cross-connected and tied together by angle-transoms 20, whose horizontal legs are riveted at 21 to the inwardly-projecting ears 17 and whose vertical legs are riveted at 22 to flanges 15 and 16.

When the parts of the truck are assembled, springs 23, of which four are generally used for each seat, are placed so that their lower ends rest upon the spring-seat 14 and are provided at their upper ends with a spring-cap 25, having a bead or boss 26, a greater or less portion of the cap projecting outwardly through opening 12, the boss 26, however, being inside of plate or web 10. Bolster 27, at its ends or adjacent thereto, has a transverse recess or groove 28, adapted to rest in rib 26, thereby transmitting the weight of the car-body and attached parts through the springs to the side frame. Lateral shifting of the bolster is prevented by the flanges 15 and 16, between which the end of the bolster fits, and lengthwise displacement of the bolster is prevented by that portion of the web 10 above aperture 12 which lies just outside of the adjacent end of the bolster, as is clearly shown in Fig. 4.

By the employment of a construction of this character the bolster may be readily separated from the side frames by merely lifting the same out of the pocket formed by web 10 and flanges 15 and 16, and the weight thrust upon the side frames is substantially equally disposed on opposite sides of its supporting-plate or web 10.

I claim—

1. In a railway-car truck, the combination of side frames each having a vertical plate and a horizontal spring-seat disposed on opposite sides of said plate, springs rest-

ing on each seat, spring-caps for said springs, and a bolster disposed between said vertical plates and resting on said spring-caps, longitudinal movement of said bolster being prevented by those portions of said plates across the ends of said bolster, substantially as described.

2. In a railway-car truck, the combination of a side frame having a vertical plate provided with an aperture and a spring-seat at the bottom of said aperture extending on opposite sides of said plate, springs resting on said spring-seat, a spring-cap for said springs, and a bolster disposed inside of said plate and resting on said cap, outward longitudinal movement of said bolster being prevented by that portion of said plate extended across the end of said bolster, substantially as described.

3. In a railway-car truck, the combination of a side frame having a vertical plate provided with an aperture and a spring-seat at the bottom of said aperture extending on opposite sides of said plate, springs resting on said spring-seat, a spring-cap for said springs extending through said aperture and having a bead or rib, and a bolster disposed inside of said vertical plate having a recess or socket resting on said bead or rib, outward longitudinal shifting of said bolster being prevented by the portion of said plate outside of the end of the bolster, substantially as described.

GEORGE G. FLOYD.

Witnesses:

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