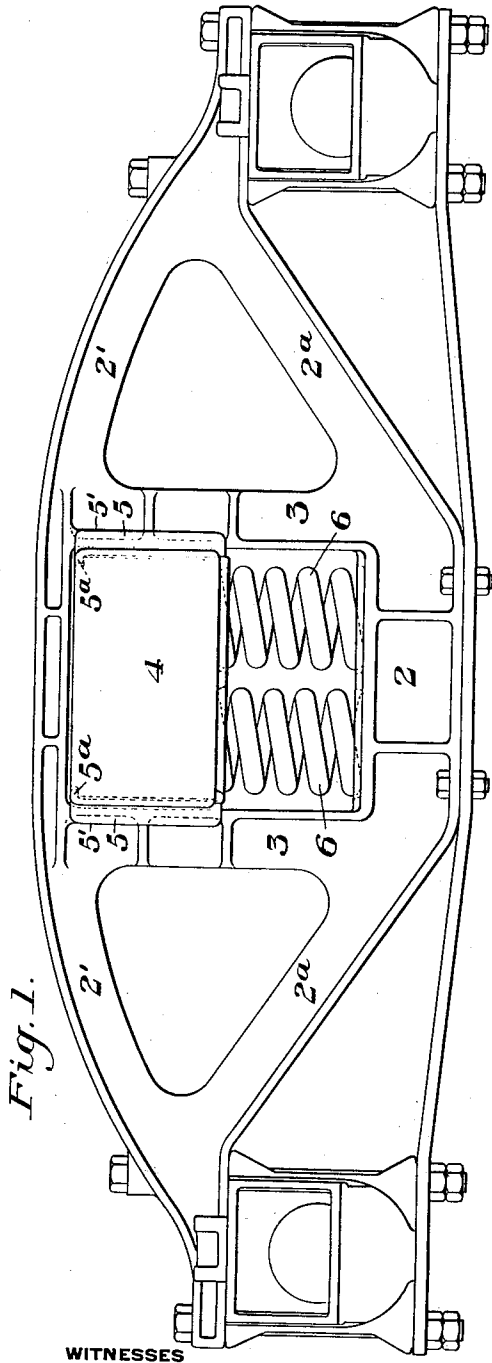
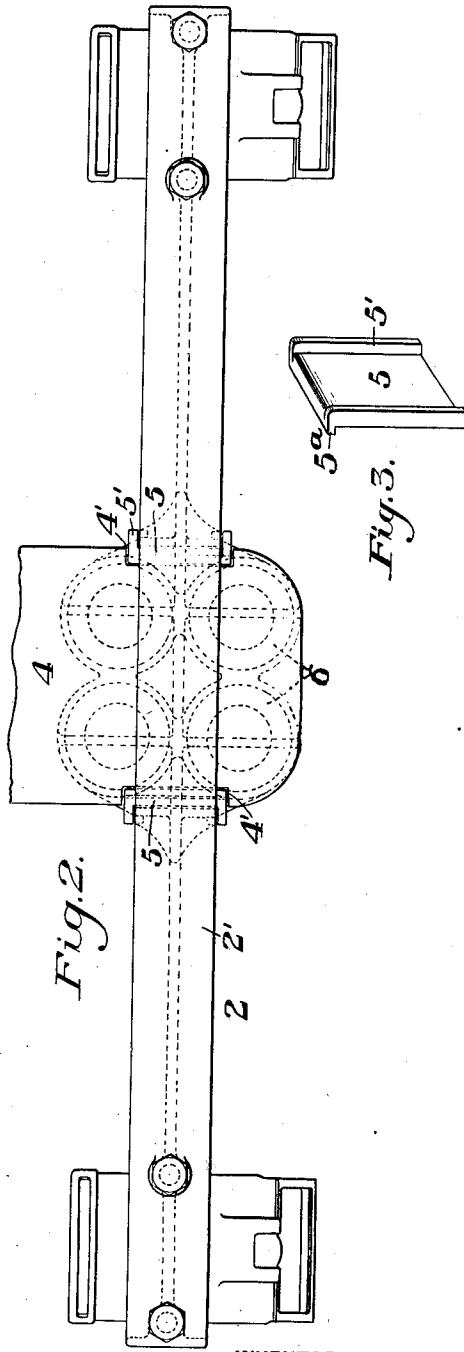


933,579.

Patented Sept. 7, 1909.



R. A. Balderson
W. W. Swartz



INVENTOR
H. F. Pope,
by Behrman, Byrnes & Parmelee,
his Attys.

UNITED STATES PATENT OFFICE.

HENRY F. POPE, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

CAR-TRUCK.

933,579.

Specification of Letters Patent.

Patented Sept. 7, 1909.

Application filed July 6, 1908. Serial No. 442,068.

To all whom it may concern:

Be it known that I, HENRY F. POPE, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Car-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an elevation of the side frame of a car truck showing the bolster in end elevation; Fig. 2 is a plan view; and Fig. 3 is a detail view of the key.

In the drawings, 2 represents the side frame of a car truck which may be of integral construction as shown, having upper and lower members 2', 2^a and vertical columns 3, 3, bounding a space within which the end of the truck bolster 4 is set. These columns are spaced apart a distance somewhat greater than the width of the bolster, and my invention enables them to be made with parallel vertical faces from top to bottom instead of being made with offsets forming a wider space at the lower portion, as in some instances heretofore. Between the sides of the bolster and the columns are vertical keys 5, set in vertical recesses 4' in the sides of the bolster and having vertical flanges 5' which fit the sides of the columns. The recesses are coextensive in width with the keys, and the keys fit bodily therein so that their outer faces are flush with the sides of the bolster, thus rendering it unnecessary to reduce the width of the bolster at the ends. These keys fill the spaces between the sides of the bolster and the columns and are held in place laterally by the recess 4' and vertically by a top flange 5^a, which fits be-

tween the top of the bolster and the member 2' of the side frame, so that the keys can not be detached without lowering the bolster. The flanges 5' of the keys hold the ends of the bolster within the side frames.

To set the keys and bolster in place, the bolster is set in the bottom of the space in the truck side frames, and the keys are then applied to the columns above the bolster and are slid downwardly into the spaces between the recesses 4' of the bolster and the columns, the bolster and keys being then raised together into the position shown in Fig. 1. The bolster is held in that position by the usual truck springs 6.

The advantages of my invention are that it enables me to form the columns without offsets, and enables me to use bolsters of various sizes by merely substituting keys of the proper thickness. The keys also keep the bolster from wear and can be readily replaced when they become worn.

The device may be modified in various ways, since

What I claim is:

A truck side frame, in combination with a bolster set therein, and a key interposed laterally between the bolster and side frame and set bodily in a recess in the bolster, said recess being coextensive in width with the key, the key being flanged to engage the side frame and having a flange fitting the top of the bolster.

In testimony whereof, I have hereunto set my hand.

HENRY F. POPE.

Witnesses:

HARRY E. ORR,
F. K. LE VAKE.