

No. 725,329.

PATENTED APR. 14, 1903.

G. G. FLOYD.
CAR TRUCK.

APPLICATION FILED JULY 5, 1902.

NO MODEL.

Fig. I.

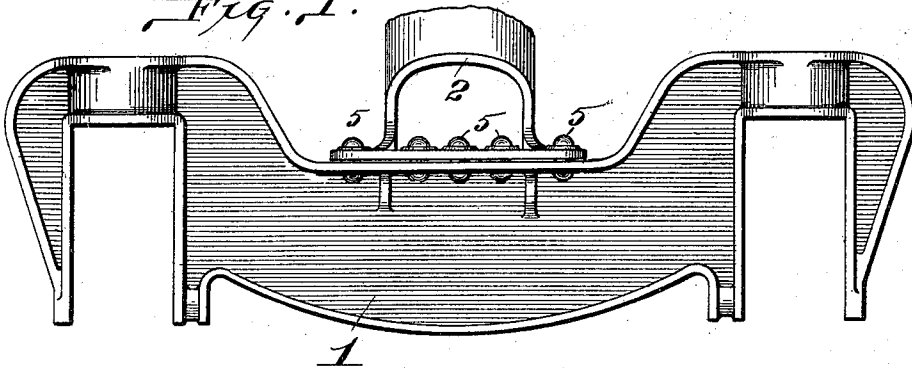


Fig. II.

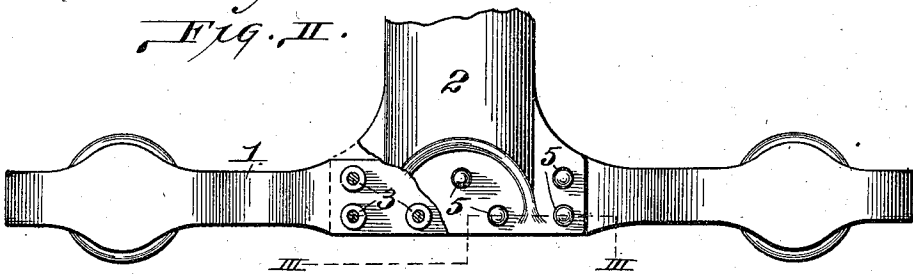


Fig. III.

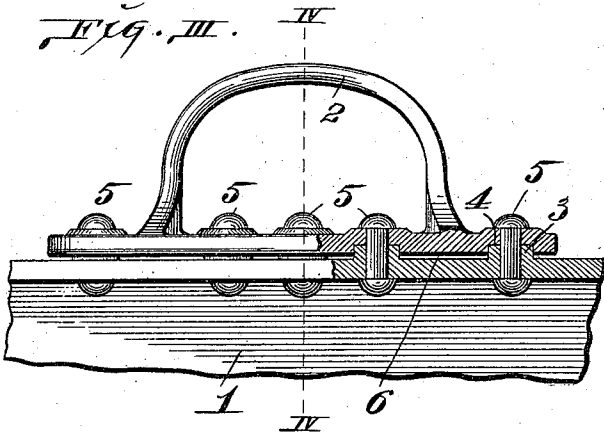


Fig. IV.

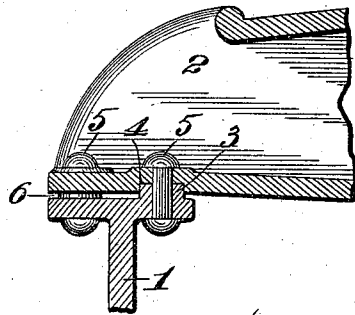


Fig. V.

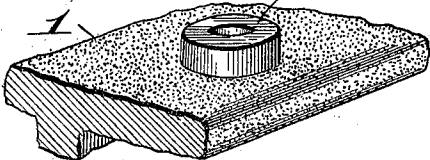
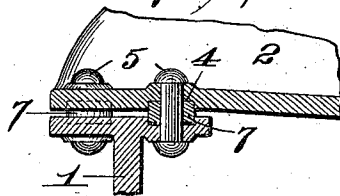


Fig. VI.



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UNITED STATES PATENT OFFICE.

GEORGE G. FLOYD, OF ST. LOUIS, MISSOURI, ASSIGNOR TO UNITED STATES RAILWAY EQUIPMENT COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 725,329, dated April 14, 1903.

Application filed July 5, 1902. Serial No. 114,468. (No model.)

To all whom it may concern:

Be it known that I, GEORGE G. FLOYD, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements 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.

My invention relates to an improved manner of putting together the side frames and the bolster of a railway-truck, my object being to reduce the cost of the fitting of the parts.

With this object in view my invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a side view of the side frame, showing part of the bolster. Fig. II is a top or plan view, part in section. Fig. III is an enlarged detail vertical section taken on line III III, Fig. II. Fig. IV is a detail vertical section taken on line IV IV, Fig. III. Fig. V is a detail perspective view showing part of the side frame. Fig. VI is a detail vertical section showing a modification.

Referring to the drawings, 1 represents the side frame of a car-truck, and 2 the bolster, both made of cast metal.

Heretofore it has been customary and necessary to plane the entire contacting surfaces between the bolster and the side frames in order to get a sufficiently smooth and close bearing between the two. This involved considerable labor and expense, owing to the time required to do the work. To avoid this large amount of labor, and thereby save time and cheapen the cost of manufacturing the truck, I cast the side frames with projections or studs 3, and I cast the bolster with corresponding recesses 4, the former fitting within the latter when the parts are put together. If preferred, the bolster can be cast with the

projections or studs and the side frames with the recesses. Before putting the parts together the studs are planed or ground off by the use of a special tool, and the recesses are in like manner smoothed up, so that when the parts are put together there will be a close smooth bearing between these parts. When the parts are fitted together, they are held by rivets or bolts 5, preferably passed through the side frames and bolster at the projections 3, as shown in the drawings. The projections are made of sufficient height to hold the main surfaces of the bolster out of contact with the side frames, as shown at 6, and it thus becomes unnecessary to plane or smooth off the main portions of the bolster and side frames (which may be left rough, as shown in Fig. V) where they would come together in the absence of the projections, and the time and labor required to fit the parts together is thus greatly reduced.

In Figs. I to V, I have shown the projections 3 formed integral with the side frames; but, if preferred, separate projections or washers 7 may be used, as shown in Fig. VI, these projections or washers being received by recesses formed both in the side frames and in the bolster.

I claim as my invention—

1. In a car-truck, the combination of a side frame having smoothed projections, and a bolster having smoothed recesses to receive said projections, substantially as set forth.

2. In a car-truck, the combination of a side frame and bolster, one of said parts having smoothed projections and the other having smoothed recesses to receive said projections, substantially as and for the purpose set forth.

GEORGE G. FLOYD.

In presence of—

E. S. KNIGHT,
M. P. SMITH.