

Dec. 6, 1927.

1,652,002

H. E. DOERR
CAR TRUCK SIDE FRAME

Filed April 30, 1927

Fig. 1.

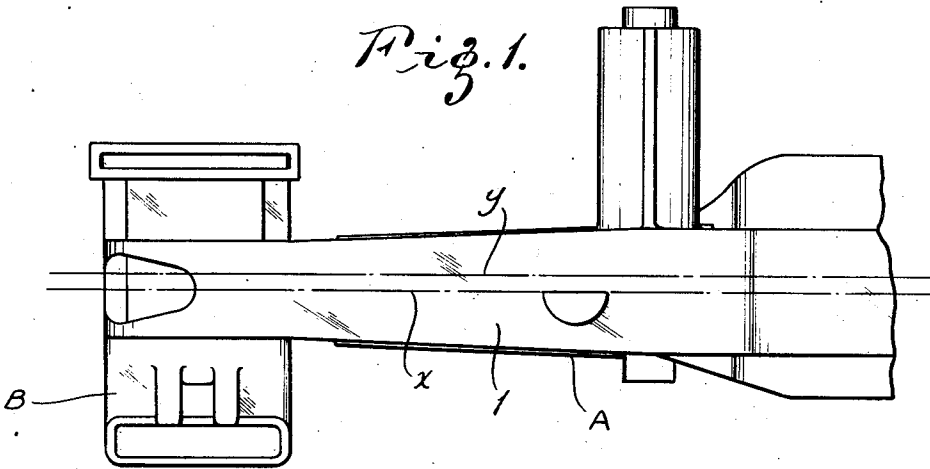


Fig. 2.

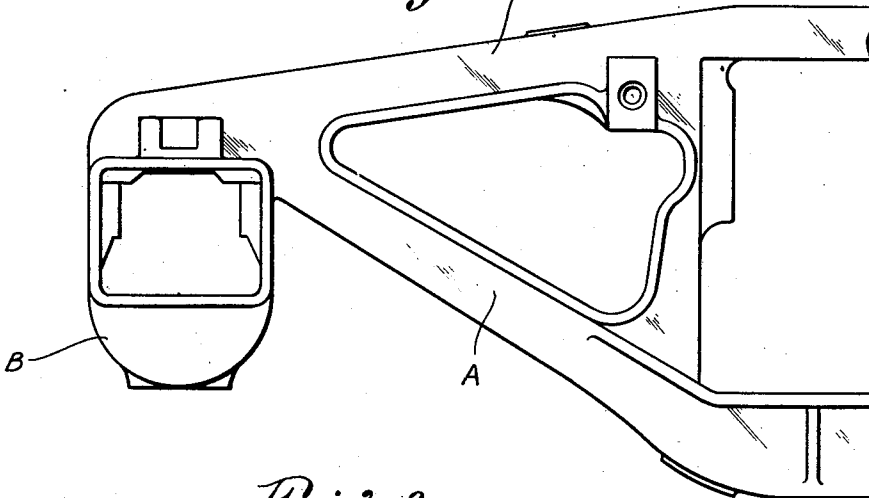
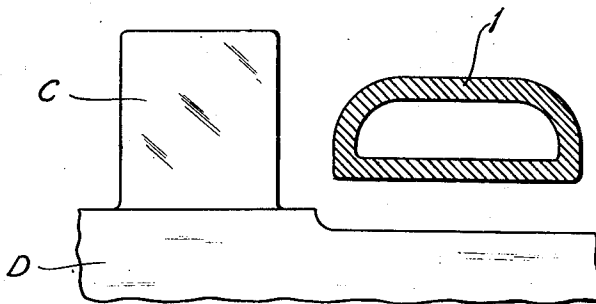


Fig. 3.



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UNITED STATES PATENT OFFICE.

HARRY E. DOERR, OF ST. LOUIS, MISSOURI, ASSIGNOR TO SCULLIN STEEL COMPANY,
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CAR-TRUCK SIDE FRAME.

Application filed April 30, 1927. Serial No. 187,886.

This invention relates to car truck side frames of the type that are equipped with integral journal boxes.

The object of my invention is to provide a strong and rigid car truck side frame of the general type mentioned whose top member is not apt to buckle when in service or under test, even though said top member is made relatively wide and is so disposed with relation to the journal box that the adjacent side bearing on the truck bolster will be spaced the proper distance from said top member:

To this end I have devised a car truck side frame provided with integral journal boxes and equipped with a top member whose center line is straight and disposed in such relation with said journal boxes that the center line of said top member is offset outwardly or arranged on the outside of the center lines of the journals of the truck axles. By constructing the side frame in this manner it is possible to make the top member of said frame wide enough to impart sufficient transverse strength to said top member to comply with the specifications of a side frame that is intended to be used on the truck of a car of large capacity, for example, a 40-ton car, and still maintain the required spacing between the top members of the side frames and the side bearings on the truck bolster. Moreover, as the top member of the side frame is straight, instead of being bowed inwardly at its ends, as has heretofore been the usual practice in truck side frames for cars of large capacity, the side frame is symmetrical and there is little tendency for the top member of same to buckle when the frame is in service or under test.

Figure 1 of the drawings is a top plan view of a portion of a car truck side frame constructed in accordance with my invention.

Figure 2 is a side elevational view of said frame; and

Figure 3 is a transverse sectional view of the top member of the side frame, showing said member arranged in proper spaced rela-

tion with the adjacent bearing on the truck bolster.

Referring to the drawings which illustrate the preferred form of my invention, A designates a car truck side frame that is provided with integral journal boxes B. Instead of making the top member of the side frame of bowed shape, with its end portions disposed in vertical alignment with the center lines of the journals of the truck axles, and with its intermediate portion offset outwardly, as has heretofore been the practice in car truck side frames provided with a relatively wide top member, for example, a top member six inches in width, the top member 1 of my improved side frame is straight throughout its entire length and the center line x of said top member is offset outwardly with relation to the center line y of the axle journals, as shown in Figure 1. By making the top member of the side frame straight instead of bowed inwardly at its ends, I produce a symmetrical side frame that is capable of successfully standing up under great loads and strains and whose top member is spaced the proper distance from the adjacent side bearing C of the truck bolster D, even when said top member is exceptionally wide, as shown in Figure 3.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

1. A car truck side frame provided with integral journal boxes and with a top member whose center line is straight and offset outwardly with relation to the center lines of the journals of the truck axles.

2. A car truck side frame provided with a straight top member whose end portions and intermediate portion lie in the same vertical plane, and journal boxes formed integral with the end portions of said side frame and disposed so that the center line of said top member is offset outwardly with relation to the center lines of the axle journals.

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