Feb. 4, 1930. A. H. FILANDER ET AL 1,745,664

CAR TRUCK

Filed Feb. 3, 1928

Fig. 1.

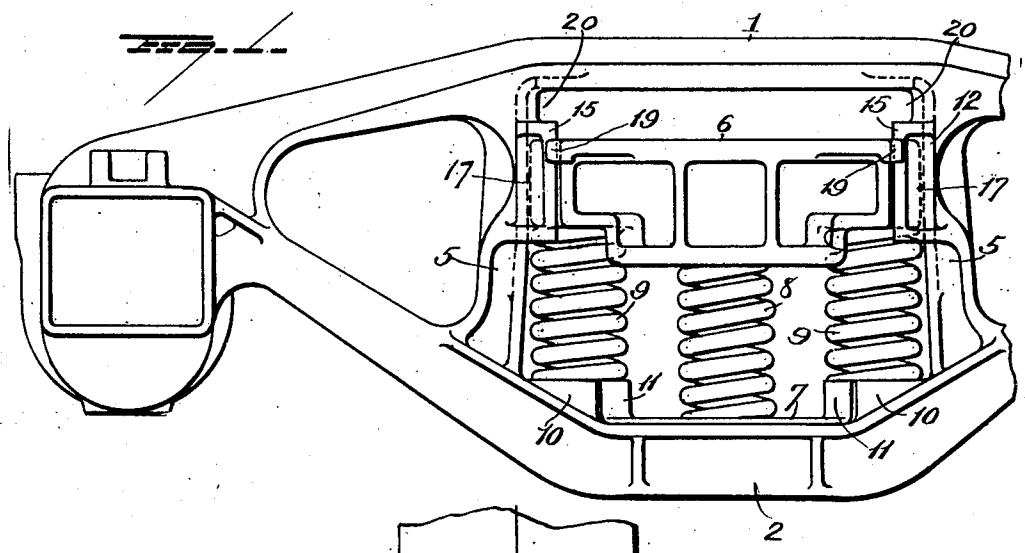


Fig. 2.

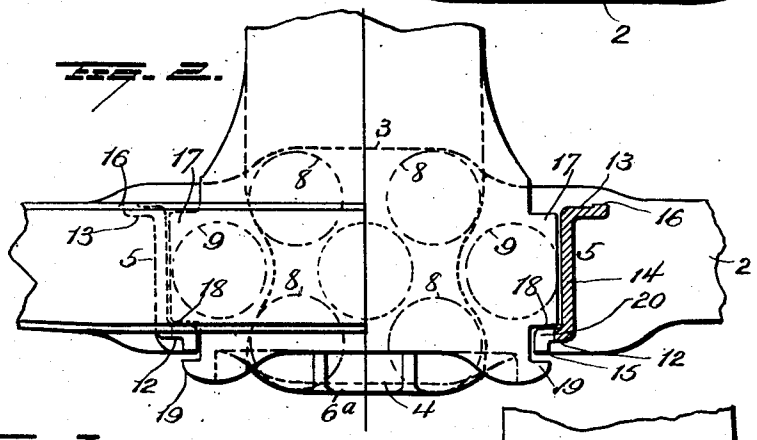


Fig. 3.

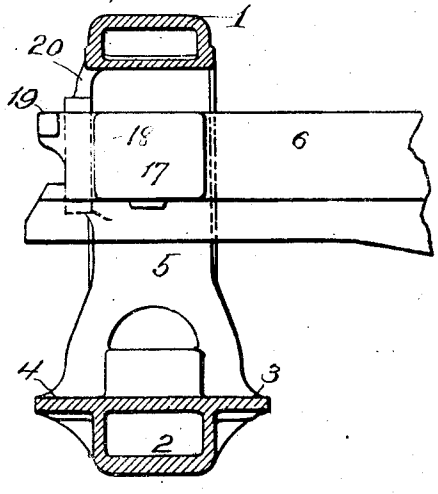
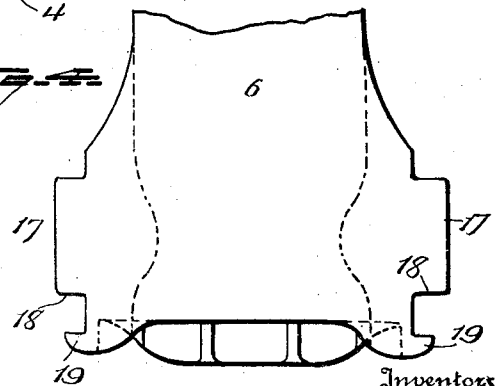


Fig. 4.



Inventors
A. H. Filander et al
G. T. Johnson
By Seymour & Bright
Attorneys

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UNITED STATES PATENT OFFICE

ARTHUR H. FILANDER AND GEORGE T. JOHNSON, OF COLUMBUS, OHIO, ASSIGNORS TO THE BUCKEYE STEEL CASTINGS COMPANY, OF COLUMBUS, OHIO

CAR TRUCK

Application filed February 3, 1928. Serial No. 251,629.

This invention relates to improvements in car trucks,—one object being to provide a simple and efficient truck construction in which the dismembering and re-assembling of the truck shall be facilitated when the making of repairs render desirable the ready removal of a side frame from the bolster, spring plank and springs,—the construction being such that both outside and inside stops are provided and prevent, normally, displacement of the side frames relatively to the bolster and associated parts, but permit removal of the side frames without disassembling the bolster, spring plank and springs.

With this and other objects in view, the invention consists in certain novel features of construction and combinations of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings;

Figure 1 is a view in elevation illustrating an embodiment of our invention;

Figure 2 is a view partly in plan and partly in transverse section;

Figure 3 is a vertical transverse section through the side frame, the bolster being shown in elevation, and

Figure 4 is a plan view showing a portion of the bolster.

The side frame comprises an upper or compression member 1 and a lower or tension member 2,—the central portion of the latter being provided with lateral extensions 3, 4 to extend the spring seating capacity of the structure. The side frame also comprises columns 5, 5, suitably spaced to define a central opening for the accommodation of the bolster 6, the spring plank 7 and springs 8, 9,—the bolster being provided at each end with an extension 6^a to enlarge the spring seating capacity of said bolster. The springs 8 are seated at their upper ends against the bolster and at their lower ends upon the spring plank, 7, while the springs 9 are seated at their upper ends against the boltser and rest at their lower ends on shelves 10 integral with the side frame and partially upon raised seats 11 on the spring plank 7.

The outer webs 12 at the upper portions of the side frame columns are offset relatively to the inner webs 13 and relatively to the intermediate webs 14 so as to present an approximate Z-shape in cross section and said webs 12 and 13 may be provided at their free edges with ribs 15, 16.

The bolster 6 is provided near each of its ends and at respective sides with laterally projecting enlargements 17 forming shoulders 18 to cooperate with the offset webs 12 of the side frame columns and thus form inside stops for the side frame. The bolster is provided at each end with integral lugs or keys 19 which project laterally so as to be disposed in line with the offset webs 12 or the ribs 15 thereon, and thus form outside stops for the side frame.

Each column 5 is provided above the web 12 with a notch 20, below which, the lugs or keys 19 on the bolster are normally disposed.

In order to assemble or disassemble the side frames relatively to the associated parts of the truck, the bolster with the springs and spring plank will be raised so that the lugs or stops 19 will be brought into alinement with the notches 20 at the upper portions of the side frame columns, and then the side frame can be moved laterally to remove it from the truck or apply it thereto.

Having fully described our invention what we claim as new and desire to secure by Letters-Patent, is:—

1. In a car truck, the combination of a side frame having columns spaced to provide a bolster opening, said columns having inwardly projecting webs at their outer edges, a bolster having lateral projections forming stop shoulders cooperable with said inwardly projecting webs, outside stop lugs rigid with the bolster, the inwardly projecting column webs entering between the stop shoulders and stop lugs on the bolster, said columns having webs to permit passage of said stop lugs notches above said inwardly projecting when the bolster is raised and the side frame is moved laterally in assembling the same on or removing it from portions of the truck structure with which said side frame normally cooperates.

2. In a car truck, the combination of a side frame having columns spaced to provide

a bolster opening, each column having an inwardly projecting web terminating at a transverse notch in the upper part of the column, a bolster having shoulders forming stops, and stops on the bolster spaced from the stop shoulders, the inwardly projecting webs of the columns being received between the stops and the stop shoulders on the bolster when in normal position.

3. In a car truck, the combination of a side frame having columns spaced to provide a bolster opening, the column having opposed notches at their upper ends, a spring plank extending into the bolster opening, springs resting on said plank, a bolster having one of its ends extended through the bolster opening and supported by said springs, and oppositely extending lugs provided on the bolster, contacting directly with said columns and adapted to cooperate with the notches to permit the side frame to be detached when the spring plank, springs and bolster are elevated as a unit.

In testimony whereof, we have signed this specification.

ARTHUR H. FILANDER.
GEORGE T. JOHNSON.