S. A. BULLOCK.

SWING DAMPENER FOR TRUCK BOLSTERS.

APPLICATION FILED FEB. 6, 1914.

1,130,665.

Patented Mar. 2, 1915.

Fig. 1.

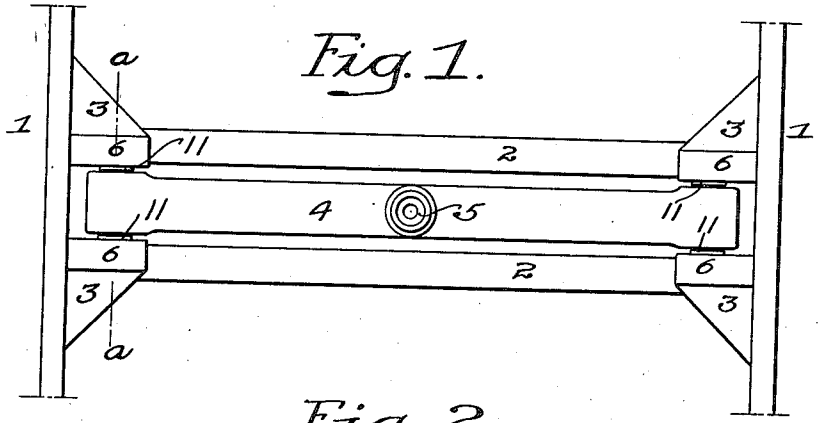


Fig. 2.

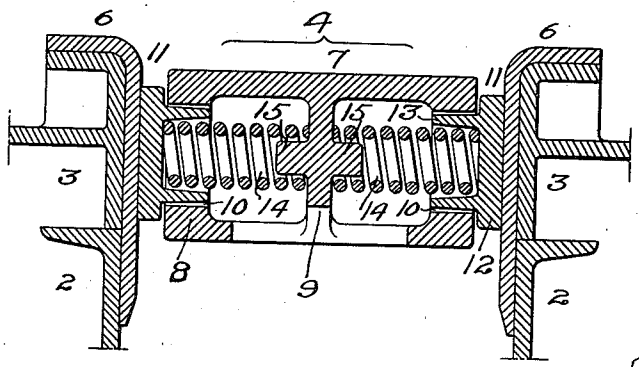


Fig. 3.

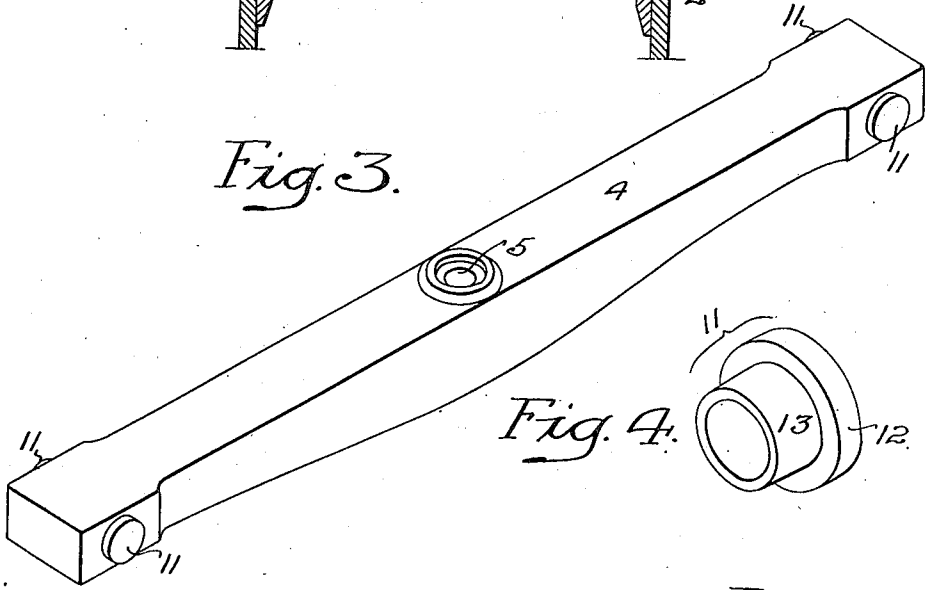


Fig. 4.

Witnesses.—
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by his Attorneys
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UNITED STATES PATENT OFFICE.

SAMUEL A. BULLOCK, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE BALDWIN LOCOMOTIVE WORKS, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

SWING-DAMPENER FOR TRUCK-BOLSTERS.

1,130,665. Specification of Letters Patent. Patented Mar. 2, 1915.

Application filed February 6, 1914. Serial No. 816,987.

To all whom it may concern:

Be it known that I, SAMUEL A. BULLOCK, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Swing-Dampeners for Truck-Bolsters, of which the following is a specification.

One object of my invention is to provide a simple and effective dampener to check the free longitudinal swinging of the bolster in the frame of a truck.

A further object of the invention is to provide spring dampeners at each end of the bolster of the peculiar construction illustrated in the drawing.

In the accompanying drawing: Figure 1, is a plan view of a portion of the truck frame showing a bolster in position and illustrating my invention; Fig. 2, is an enlarged transverse sectional view on the line *a*—*a*, Fig. 1; Fig. 3, is a perspective view of the bolster embodying my invention; and Fig. 4, is a perspective view of one of the shoes.

1, 1 are the side frames of the truck.

2, 2 are the transoms spaced apart and connected to the side frames by the gusset plates 3.

4 is the bolster having a center bearing 5. This bolster is located between the two transoms 2, as shown in Fig. 1.

6, 6 are chafing plates at each side of the truck and extending down over the face of the gusset plates 3 and the transoms 2. The bolster in the present instance is made of cast metal and has a solid top 7, sides 8, and a central rib 9 and is open at the bottom. In the present instance there are openings 10 at each side and near each end of the bolster and mounted in each of these openings is a shoe 11 having an enlarged head 12 and a deep flange 13 which extends into the openings.

Located between each shoe and a central web 9 of the bolster is a coiled spring 14 which forces the shoe against the chafing plates 6. One end of the spring extends into the recess formed by the flange 13 of the shoe and the other end is supported by a lug 15 projecting from the central web 9 of the bolster. The spring and shoe form what is termed a swing-dampener and there is one of these devices at each side and near each end of the bolster, as shown, and the springs are of such a tension that while they allow for a certain positive movement of the bolster in the frame they prevent unnecessary movements, particularly when the car is traveling on a straight track, and also prevent chattering, as the bolster is centered by the springs 14 and the shoes are in contact at all times with the chafing plates 6.

I claim:—

The combination in a car truck, of side frames; transoms connected to the side frames and spaced apart; chafing plates on each transom near each end thereof; a bolster mounted between the transoms, said bolster having a central web, the bolster having openings therein at each side and near each end; lugs projecting from the central web in line with the openings; a shoe mounted in each opening and having an extended head and a flange, the flange entering the openings; and a spring mounted between each head and the central web, the lugs holding the springs in position and the heads of the shoes bearing against the chafing plates.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

SAMUEL A. BULLOCK.

Witnesses:

JAS. H. M. HAYES,

LEWIS W. METZGER.