Nov. 22, 1927. 1,650,175

N. B. AKITT

CAR TRUCK

Filed Dec. 16. 1925 2 Sheets-Sheet 1

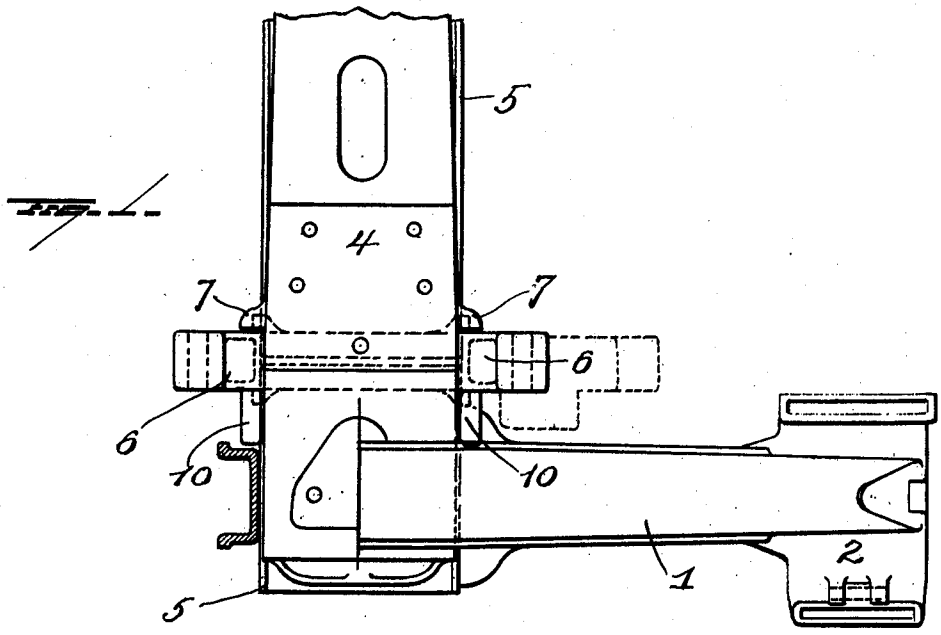
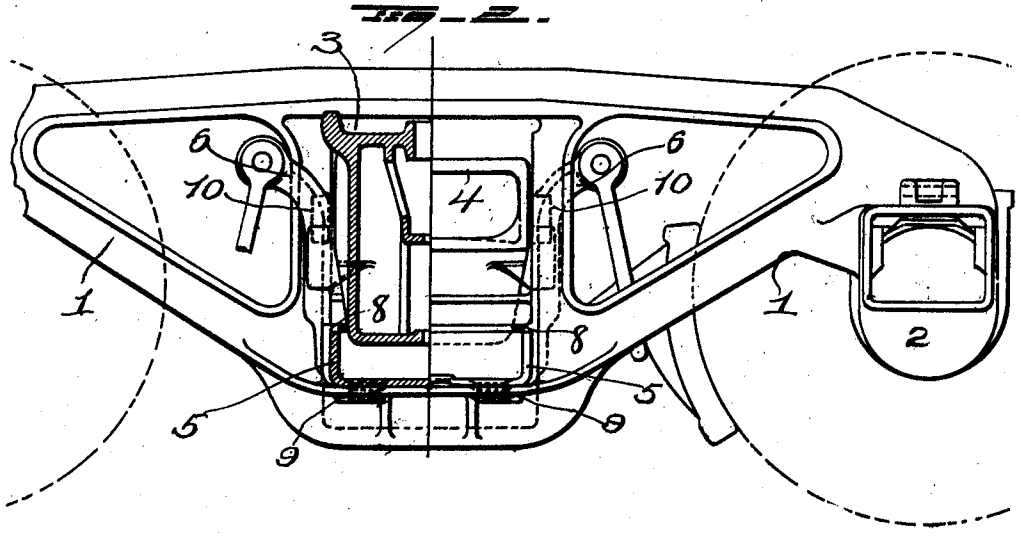


Fig. 2.



Inventor

N. B. Akitt

By Seymour & Bright

Attorneys

Nov. 22, 1927. 1,650,175

N. B. AKITT

CAR TRUCK

Filed Dec. 16. 1925 2 Sheets-Sheet 2

Fig. 3.

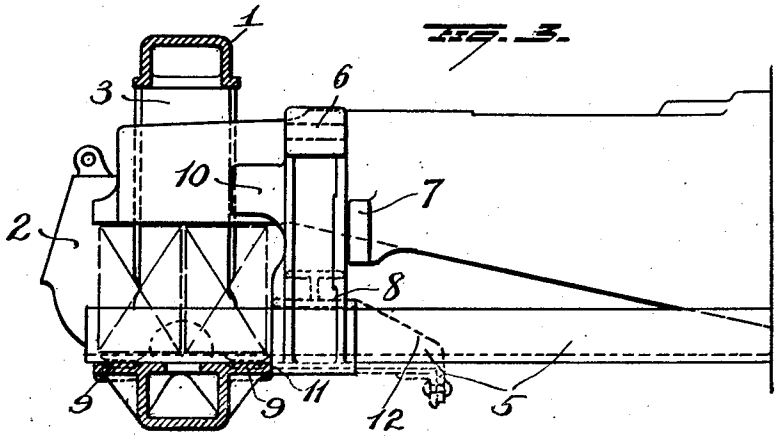


Fig. 5.

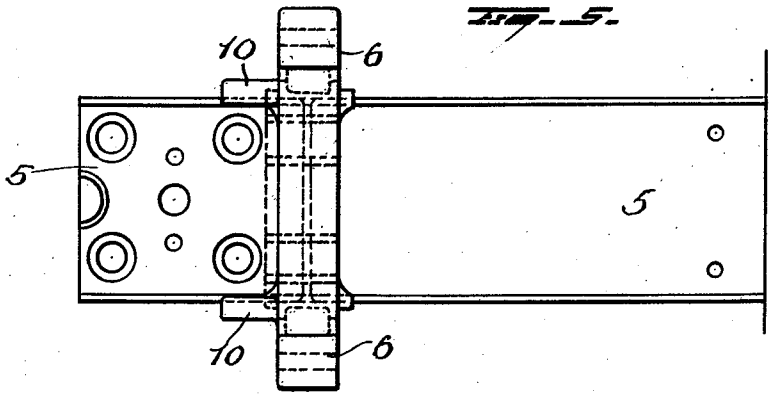
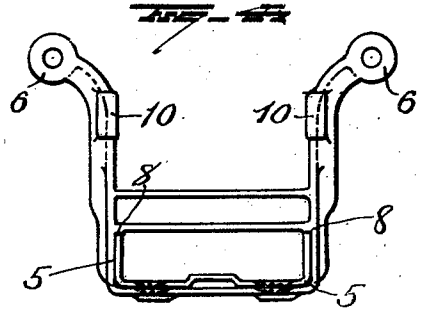


Fig. 4.



Inventor

N. B. Akitt

By Seymour & Bright

Attorneys

Patented Nov. 22, 1927. 1,650,175

UNITED STATES PATENT OFFICE.

NORMAN BEATTY AKITT, OF WILMINGTON, NORTH CAROLINA, ASSIGNOR TO THE BUCKEYE STEEL CASTINGS COMPANY, OF COLUMBUS, OHIO.

CAR TRUCK.

Application filed December 16, 1925. Serial No. 75,865.

This invention relates to car trucks and has special reference to the bolster, spring plank, and brake hanger brackets, the primary object being to provide a novel arrangement and construction of these parts which will permit wheel changes to be made without requiring a complete disassembling of the truck. The invention is illustrated in the accompanying drawings and consists in certain novel features which will be hereinafter first fully described and then more particularly defined in the claims.

In the drawings, Figure 1 is a plan view of a portion of a truck showing the invention; Figure 2 is a side view, partly in section; Figure 3 is a view showing the bolster and spring plank in elevation and the side frame in transverse vertical section;

Figure 4 is an end elevation of the spring plank, showing the brake hanger brackets; Figure 5 is a plan view of the parts shown in Figure 4.

The side frame 1 is of the usual general form, carrying journal boxes 2 which are preferably integral with the frame. The side frame is constructed with an opening 3 therethrough to receive the ends of the bolster 4 and spring plank 5, the latter carrying the brake hanger brackets 6. The bolster is of the usual general form and is provided on its sides with vertically extending stop lugs, shoulders or projections 7, the sides of the bolster between the stops 7 and the ends being plane or free of projections. The spring plank is substantially U-shaped in cross section, as shown in Figures 2 and 4, and is constructed from pressed steel or other sheet material having the necessary strength and durability. The brake-hanger brackets are provided by a U-shaped casting which is slid over the end of the spring plank and is preferably constructed with ledges or ribs 8 to rest on the upper surfaces of the side flanges of the plank, or if desired it may be constructed to rest on the web of the spring plank. The spring plank is locked in the side frame by interengaging bosses and sockets, as shown at 9.

The stops 7 on the bolster abut the inner sides of the brake hanger brackets approximately at the center thereof, and on the outer sides of the brackets, above their centers, are outwardly projecting stops 10 which abut the inner side of the side frame, while the bottom of the casting at its outer edge abuts the bottom web of the side frame, as shown at 11. It will be seen that by this arrangement of the stops, the lateral forces exerted through the bolster will be distributed and applied to the side frame at lower levels than heretofore so that rocking of the side frame is minimized.

In Figure 3, I have indicated, at 12, an extension bracket which may be secured to the brake hanger bracket and furnish a support for brake beam carriers which are often employed in modern construction.

With the parts arranged as shown and described, when wheel changes are to be made, the spring plank is jacked up until the lugs and sockets at 9 are out of engagement whereupon the side frame may be withdrawn laterally, the springs, spring plank, bolster, and brake parts remaining intact. The stops 7 and 10, besides distributing the lateral forces, serve as guides for the side frame in its vertical movement relative to the bolster and the spring plank.

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

1. In a car truck, a side frame, a spring plank locked in the side frame, a bolster having its end inserted in the side frame above the spring plank, a brake hanger support carried by the spring plank, a guide stop on the bolster abutting the inner side of the brake hanger support, and a guide stop on the outer side of said support abutting the side frame.

2. In a car truck, a side frame, a spring plank locked in the side frame, a brake hanger support carried by the spring plank with bottom portion below the spring plank abutting the side frame, a bolster having its end inserted in the side frame above the spring plank, a stop on the outer side of the brake hanger support abutting the side frame, and a stop on the bolster abutting the inner side of said support.

3. In a car truck, a spring plank having upstanding side flanges, and a U-shaped brake hanger support engaged about the spring plank and having shoulders on the inner surfaces of its side members resting on the flanges of the spring plank.

4. In a car truck, a side frame, a spring plank engaged with the side frame, and a brake hanger support engaged around the spring plank and supported thereby and

abutting the side frame below the spring plank.

5. In a car truck, a side frame, a spring plank in the side frame, a brake hanger support carried by the spring plank with its bottom portion below the spring plank abutting the side frame and having an inwardly extending support for a brake beam carrier, a bolster having its end inserted in the side frame above the spring plank, a stop on the outer side of the brake hanger support abutting the side frame, and a stop on the bolster abutting the inner side of the brake hanger support.

6. In a car truck, a spring plank interengaged with the side frame, and a U-shaped brake hanger bracket engaged around the spring plank and supported by the same at the inner side of the side frame.

In testimony whereof, I have signed this specification.

NORMAN BEATTY AKITT.