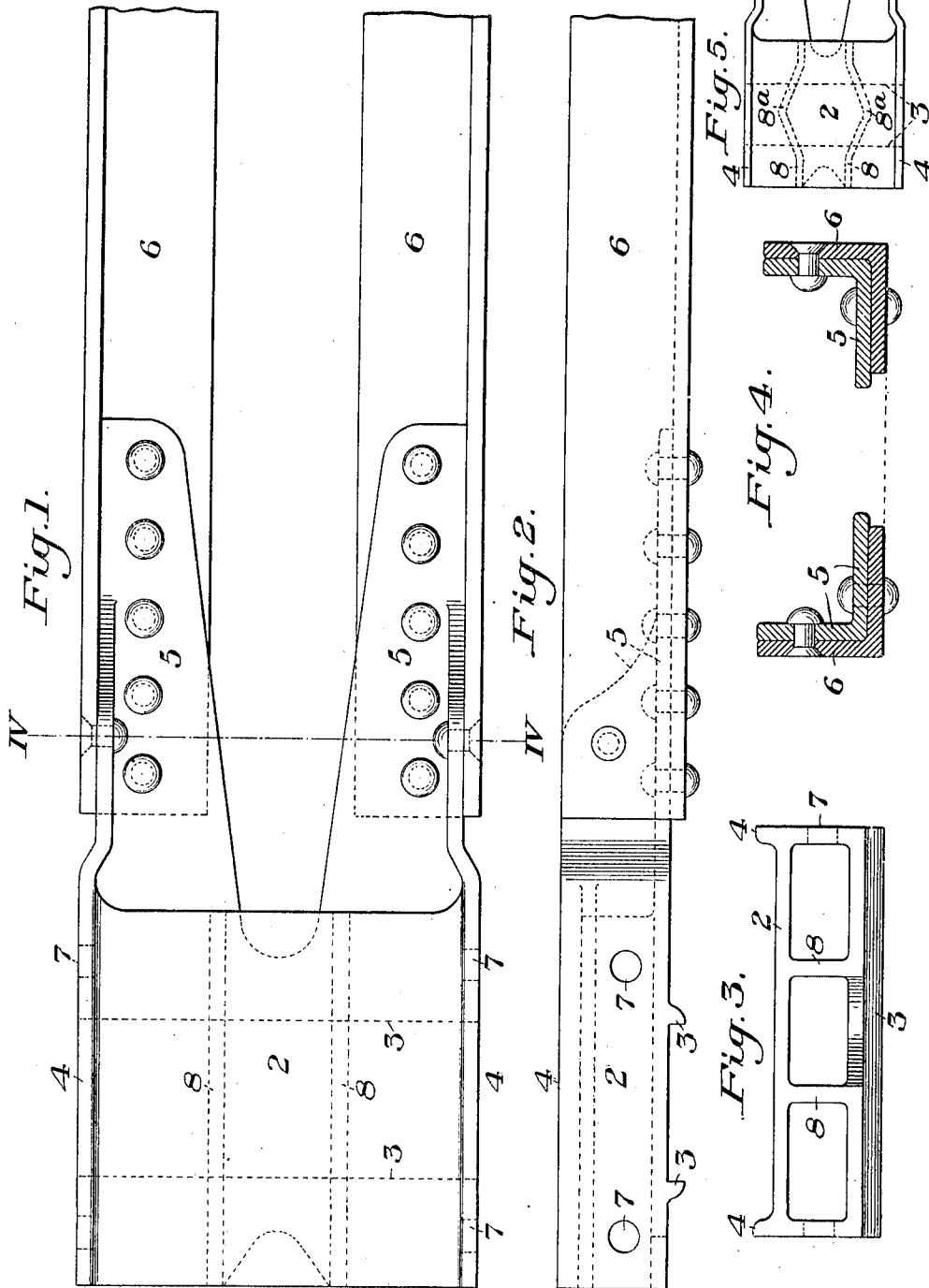


J. H. BAKER.
 SPRING PLANK FOR CAR TRUCKS.
 APPLICATION FILED OCT. 29, 1908.

949,292.

Patented Feb. 15, 1910.



WITNESSES

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UNITED STATES PATENT OFFICE.

JAMES H. BAKER, OF PITTSBURG, PENNSYLVANIA.

SPRING-PLANK FOR CAR-TRUCKS.

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Specification of Letters Patent. Patented Feb. 15, 1910.

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To all whom it may concern:

Be it known that I, JAMES H. BAKER, of Pittsburg, Allegheny county, Pennsylvania, have invented a new and useful Improvement in Spring-Planks for 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, in which—

Figure 1 is a plan view of a portion of my improved plank; Fig. 2 is a side elevation; Fig. 3 is a front view; Fig. 4 is a vertical section on the line IV—IV of Fig. 1; and Fig. 5 is a plan view showing a modified form of one of the spring seating portions.

My invention has relation to spring planks for car trucks, and is designed to provide a simple and strong plank which can be readily and cheaply manufactured and will permit of ready access to the securing bolts without the necessity for raising the plank off from its seat on the side frame, or otherwise disturbing the springs and bolster.

My improved plank is composed of two end or spring-seating members and an intermediate member or plank proper. Each of the end members is preferably formed by a separate casting, and the intermediate member is formed by two pieces of angle iron, or it may be formed of a piece of channel iron.

The precise nature of my invention will be best understood by reference to the accompanying drawings, which will now be described, it being premised, however, that various changes may be made in the details of construction by those skilled in the art, without departing from my invention as defined in the appended claims.

Referring to these drawings, the numeral 2 designates one of the end pieces which is formed by a single casting having a number of openings extending throughout its length with intermediate ribs 8. Projecting from the bottom of the end piece 2, are the flanges 3, 3 which lie on each side of the tension member of the truck frame, and 4, 4 are flanges which project from the sides of the end piece to form a channel in which the nest of bolster springs are seated.

Projecting from each side and the bottom of the end piece 2, are the angular members 5, 5, the bottom and sides of the end members being prolonged to form the bases and sides of these projections. The base of each of these projections 5 is on a line with the

bottom of the end piece, while the sides thereof are offset an amount equal to, or slightly greater than the thickness of the angle bars 6, 6, which form the plank proper and are riveted thereto, the other end of the plank is secured to a similar end member.

Projecting through the sides of the end piece are the orifices 7, 7, which line up with orifices in the bolster guides or columns of the side frame through which bolts or rivets are passed to secure the spring plank to the side frame, the spaces between the ribs and the outside walls of the casting being wide enough to permit of the insertion of these bolts. This permits the bolts to be passed through the holes 7 and into corresponding holes in the columns or guides of the side frame to secure the plank in place without the necessity for raising the end or spring seating portion of the plank from its seat on the tension member of the side frame, and without disturbing the bolster or springs. In some cases, this, of course, necessitates setting the ribs 8 inwardly slightly out of line with the centers of the bolster springs, but not sufficiently far to effect their efficient load supporting functions; and if desired, the central portions of these ribs may be deflected outwardly underneath the center lines of the springs, as shown at 8^a in Fig. 5. The projections 5, 5 are long enough to allow a slight variation in the length of the angle bars or channels, and still retain the proper length of spring plank.

The advantages of my invention will be apparent to those skilled in the art, since it provides a strong and rigid spring plank which can be readily and cheaply manufactured. The offset in the projections to which the angle bars or channels are secured brings the sides of the plank flush or within the sides of the ends or spring seats, so that the plank can be readily passed between the columns of the side frames of the truck.

The length of the projections to which the planks are secured allows a variation in the length of the plank which obviates the necessity of the close cutting to length of the planks and the provision of means for permitting the insertion and removal of the securing bolts without disturbing the other parts is a feature of great practical advantage.

It will be obvious that various changes

can be made in the details of construction without departing from my invention. Thus, the spring seating portions may be changed in form, and the plank proper may
 5 be made of a single channel section, instead of by the two angles, the latter being preferred, however, by reason of greater lightness and economy of metal.

I claim:—

10 1. A spring plank for car trucks, having separate spring-seating members provided with inwardly extending portions which are rigidly secured to its end portions at points
 15 wholly inside of and between the spring-seating portions of the said members; substantially as described.

2. A spring plank for car trucks having separate spring-seating members at its ends, said members having inward extensions or
 20 projections which are secured to the plank proper at points wholly inside of and between the spring-seating portions of said members; substantially as described.

3. A spring plank for car trucks, comprising a central portion of less length than the distance between the insides of the side
 25 frames of the car truck, and separate spring-seating members having inward extensions rigidly secured to the ends of said central
 30 portion; substantially as described.

4. A spring plank consisting of spaced parallel bars of less length than the distance between the inner sides of the side frames
 35 of a car truck, and separate spring-seating members having inward extensions secured to and connecting said members; substantially as described.

5. A spring plank for car trucks having a central portion of less length than the
 40 distance between the inner sides of the side

frames of a car truck, and separate spring-supporting members having inward extensions rigidly secured to said central portion, said members having vertical sides adapted
 45 to fit directly against the inner sides of the bolster guides or columns and to be secured directly thereto; substantially as described.

6. A spring plank having hollow spring-seating portions with off-set projections extending inwardly therefrom; substantially
 50 as described.

7. A spring plank for car trucks having the central portion of less length than the distance between the inner sides of the side
 55 frames of a truck, and separate spring-seating members rigidly secured to the ends thereof, said members having inwardly extending off-set projections which form the securing means therefor; substantially as
 60 described.

8. A spring plank having hollow spring seating portions with offset projections, and a flanged intermediate portion secured to
 65 said projections; substantially as described.

9. A spring plank composed of angles and
 70 hollow spring seating portions with offset projections secured to the angle irons; substantially as described.

10. A spring plank consisting of parallel spaced angle members, and separate spring
 75 seating portions secured directly to the end portions of the angle member; substantially as described.

In testimony whereof, I have hereunto set my hand.

JAMES H. BAKER.

Witnesses:

GEO. H. PARMELEE,
 H. M. CORWIN.