No. 637,279. Patented Nov. 21, 1899.

# R. H. PARKS.

## CAR TRUCK END CASTING.

(Application filed Aug. 28, 1899.)

(No Model.)

Fig. 1.

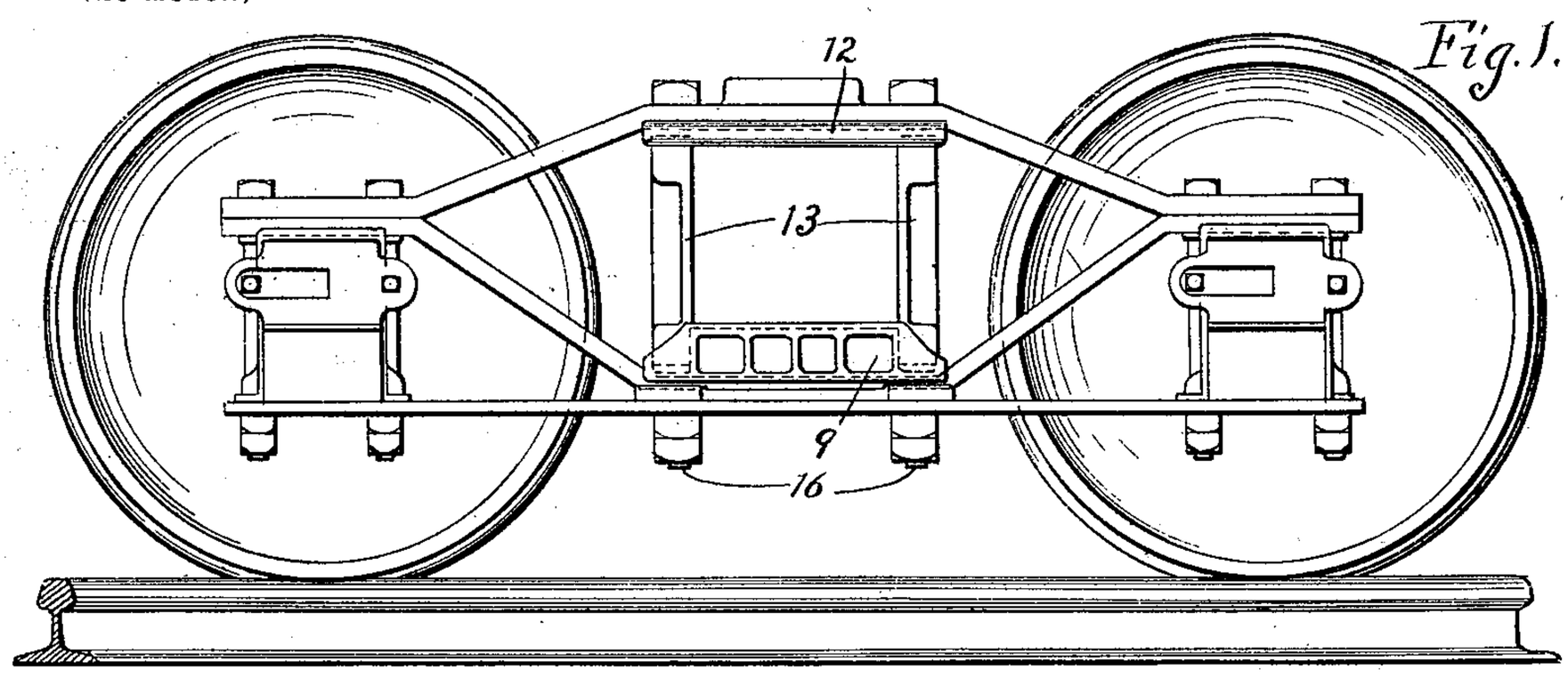



Fig. 6

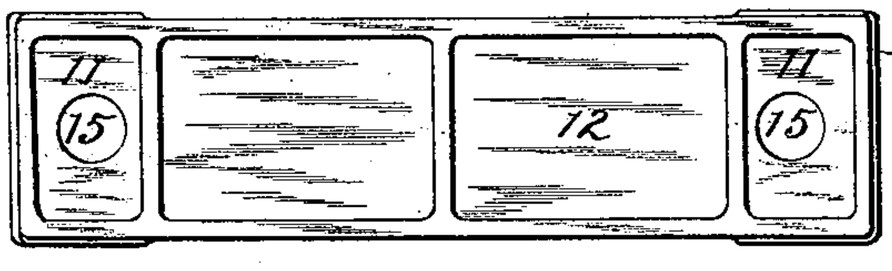



Fig. 7.

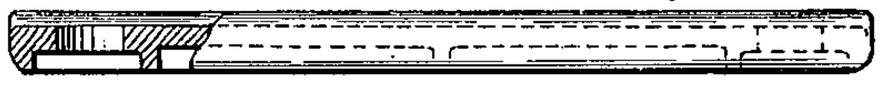


Fig. 8.




Fig. 4.

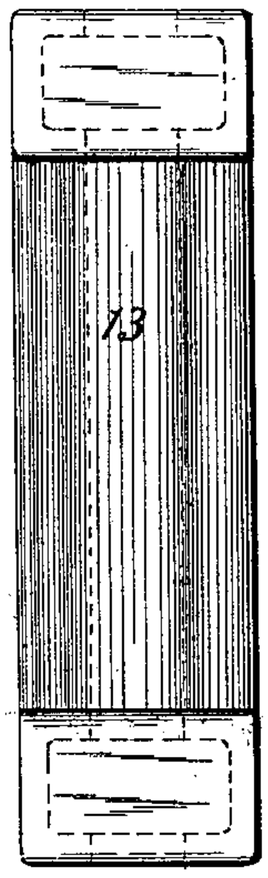



Fig. 5.

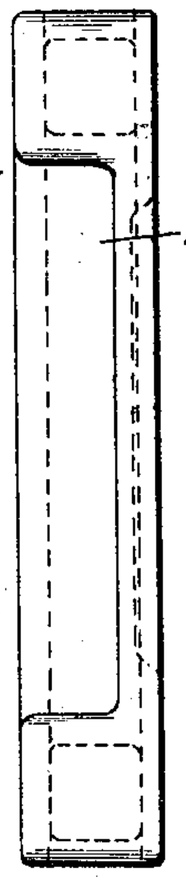



Fig. 2.

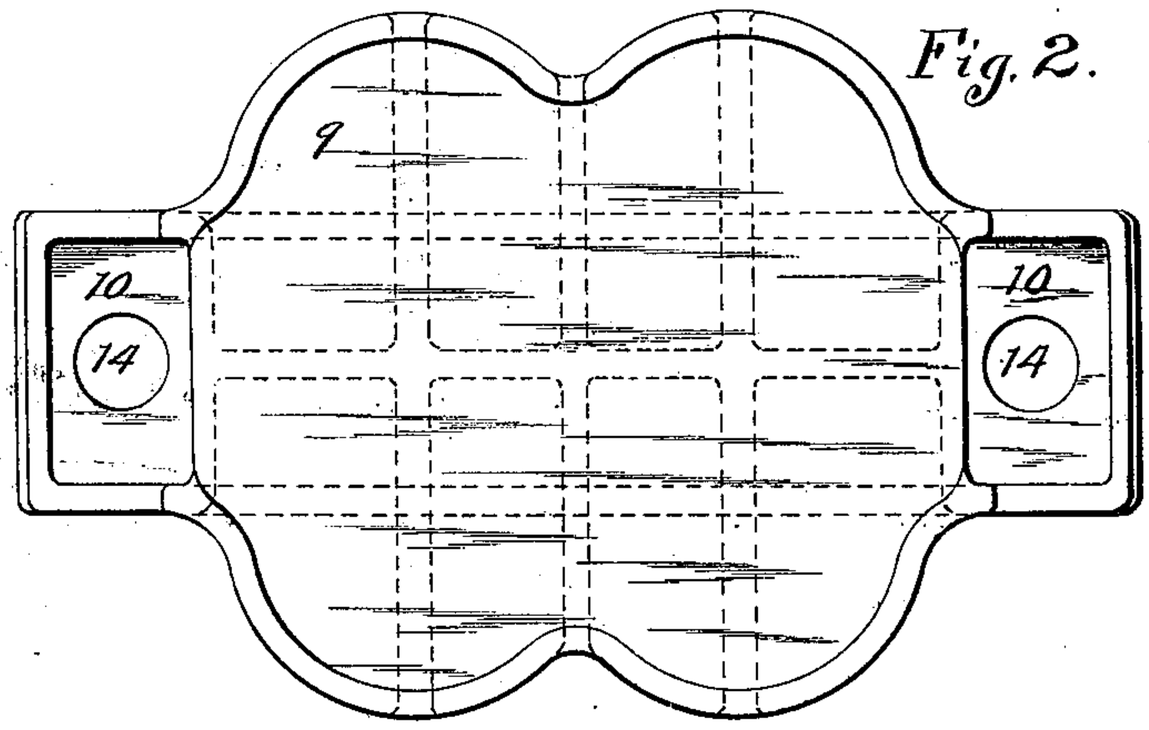
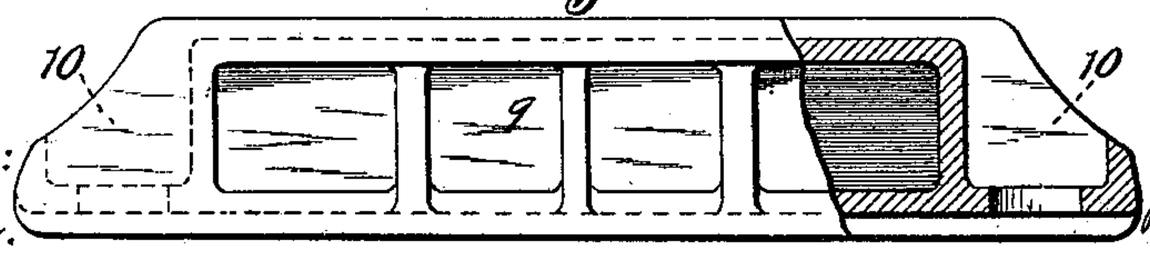



Fig. 3.

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# UNITED STATES PATENT OFFICE.

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## CAR-TRUCK END CASTING.

SPECIFICATION forming part of Letters Patent No. 637,279, dated November 21, 1899.

Application filed August 28, 1899. Serial No. 728,758. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT H. PARKS, a citizen of the United States, and a resident of Despatch, Monroe county, New York, have invented a new and useful Improvement in Car-Truck End Castings, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to end castings for car-trucks, and has for its object the provision of a device of the type specified which will be cheaper to make, easier to put together, and more secure and rigid after it is assembled than other devices of a like kind now in common use.

In the accomplishment of the above-mentioned objects I provide, first, a spring-seat casting provided at its ends with recesses or sockets constructed to receive the lower end of a pair of guide posts or columns, the upper ends of which are secured in sockets or recesses on the under side of a connecting-bar, across the upper side of which passes the upper arch-bar.

I will now proceed to describe my invention in connection with the accompanying drawings, in which—

Figure 1 represents the side view of a car-truck to which my invention has been applied. Fig. 2 is a plan view of the spring-seat. Fig. 3 is a side elevation thereof, partly in section. Fig. 4 is a view of one of the columns. Fig. 5 is another view of one of the columns. Fig. 6 is an inverted plan view of the cross-bar or top casting. Fig. 7 is a side elevation of the top casting, and Fig. 8 is a section showing the detail construction of the column.

Referring now more particularly to Figs. 2 and 3, it will be seen that I have constructed a spring-seat casting 9, provided at each of its ends with a socket or recess 10, constructed to receive the lower ends of the column. The construction of the columns is clearly shown in Figs. 4, 5, and 8. They are arranged with their lower ends of a shape and size to fit accurately within the sockets 10 and their upper ends adapted to engage the sockets or recesses 11 in the under face of the top casting 12. The columns are made with openings 13 therethrough, designed to register with the openings 14 in the spring-seat casting and openings 15 in the top casting, bolts 16 (see Fig. 1) being put through the whole after they are assembled in position in the truck.

By the construction which I have above described it is evident that I have secured an end casting one part of which, if broken, may be easily replaced without the necessity of changing the whole and which may be readily put together and constructed with a minimum of expense.

While I have shown the bolts arranged to pass through the sockets in the spring-seat or top casting and the central opening in the columns, as such is the construction which I prefer to employ, it is obvious that by the engagement of the columns with the sockets, both above and below, I have provided a construction which will be secure and the parts of which will retain their position relative to each other as long as the arch-bars above and below are held in place even without the assistance of the bolts.

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

1. In a car-truck, the combination with an upper and lower arch-bar, a spring-seat resting upon said lower arch-bar, sockets in said seat, columns supported at their lower ends in said sockets, a top bar, and sockets in the top bar constructed to engage the upper ends of the columns, said top bar being under said upper arch-bar, substantially as described.

2. In a car-truck, the combination with the upper and lower arch-bars thereof, of a spring-seat resting upon said lower arch-bar, a pair of end casting columns, sockets within said seat constructed to receive the lower ends of said columns, and means for holding the upper ends of the columns in place under the upper arch-bar, substantially as described.

3. A car-truck end casting comprising a

spring-seat, sockets therein, tubular columns supported at their lower ends in said sockets, a top bar, sockets in said bar engaging the upper ends of the columns, and openings in the sockets of both the spring-seat and the top bar constructed to register with the tubular openings in the columns, and bolts passing through said openings and the tubular part of the columns, substantially as described.

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