

No. 684,837.

Patented Oct. 22, 1901.

G. B. MALTBY.

SPRING PLANK FOR CAR TRUCKS.

(Application filed Aug. 10, 1901.)

(No Model.)

FIG. 1

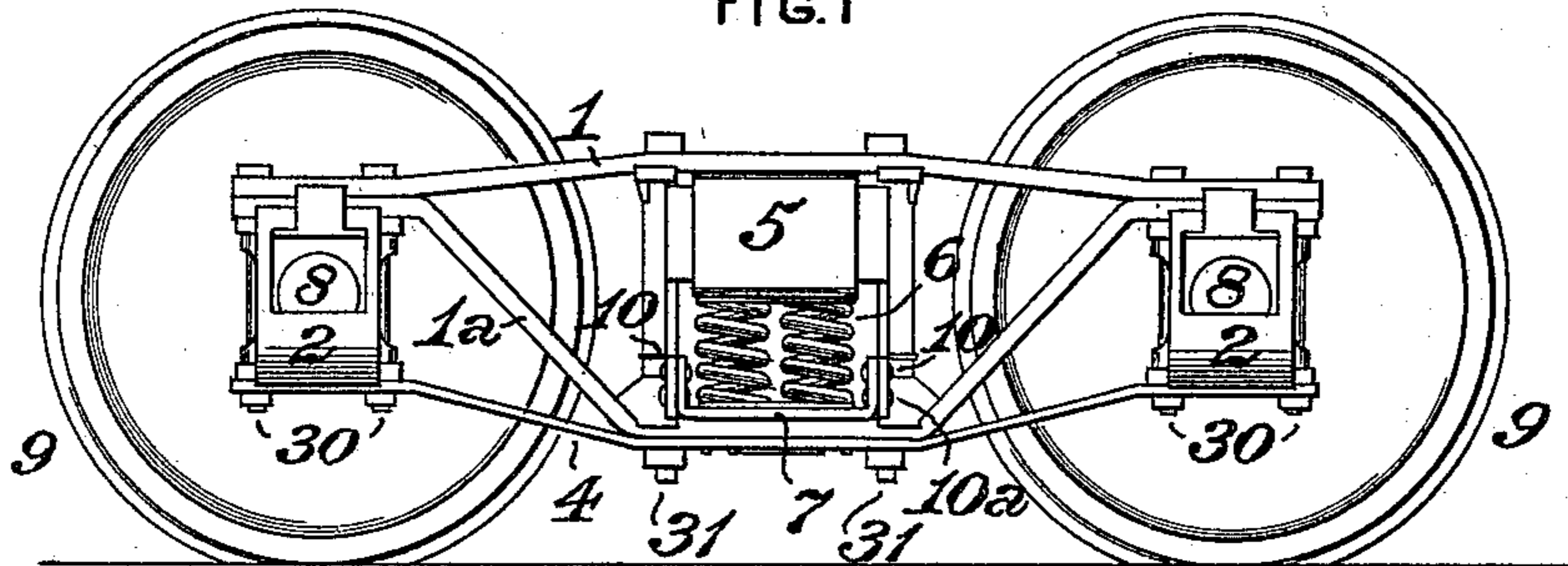


FIG. 2

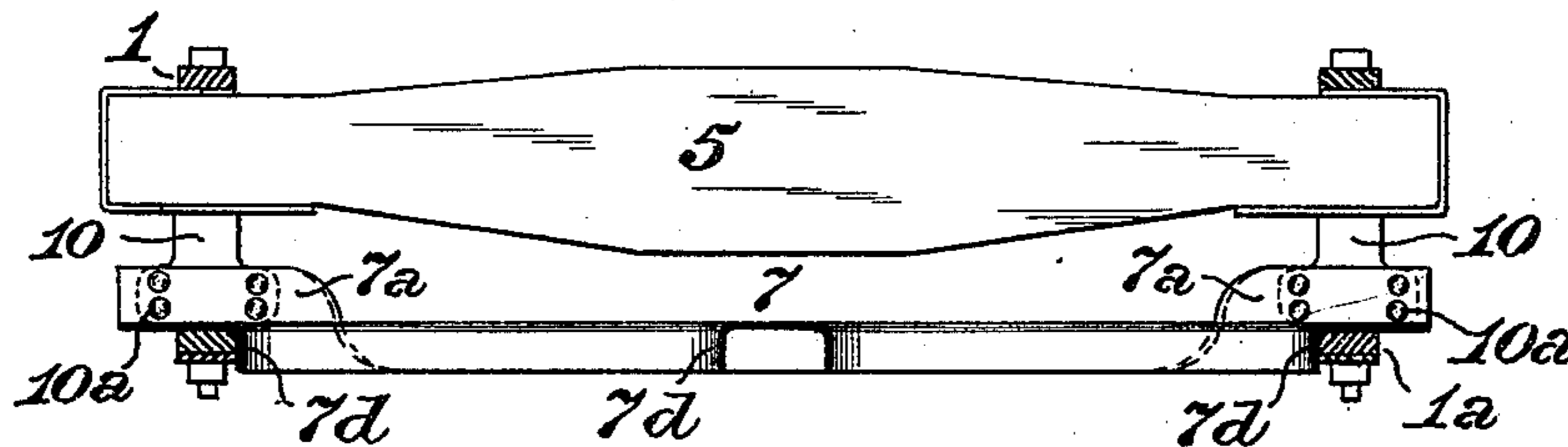


FIG. 3

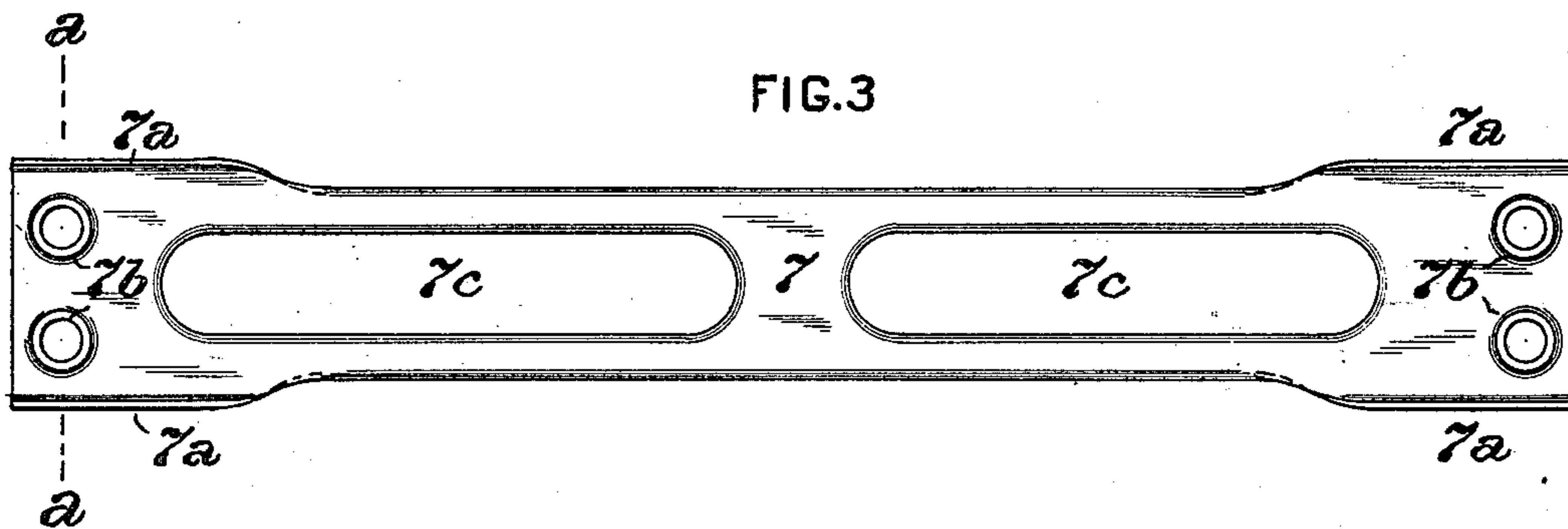


FIG. 4

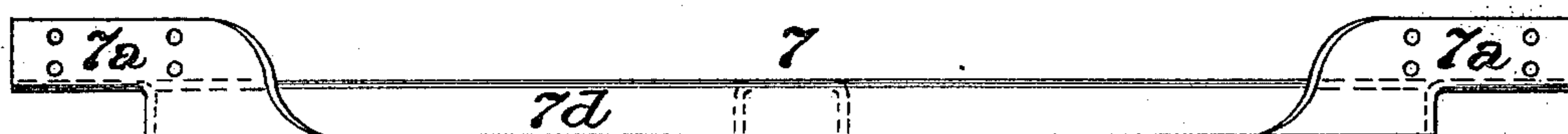
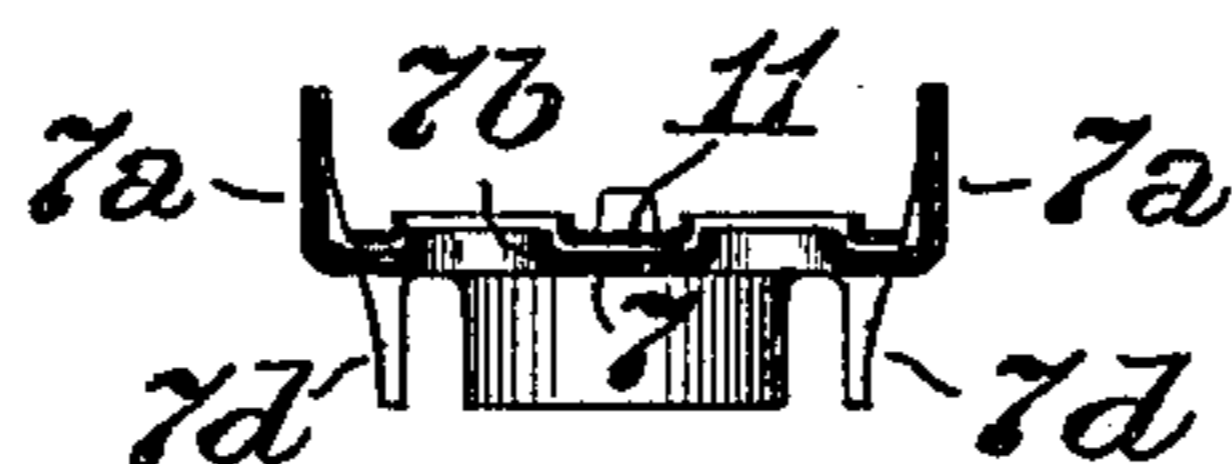


FIG. 5



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE B. MALTBY, OF SAGINAW, MICHIGAN, ASSIGNOR OF TWO-THIRDS
TO BRODERICK HASKELL, OF SAME PLACE.

SPRING-PLANK FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 684,837, dated October 22, 1901.

Application filed August 10, 1901. Serial No. 71,619. (No model.)

To all whom it may concern:

Be it known that I, GEORGE B. MALTBY, of Saginaw, in the county of Saginaw and State of Michigan, have invented a certain new and useful Improvement in Spring-Planks for Car-Trucks, of which improvement the following is a specification.

The object of my invention is to provide a support for the springs and bolster of a car-truck, of simple, strong, light, and inexpensive construction, which shall be readily adapted to application in arch-bar or diamond trucks of the various patterns now in service and shall present convenient facilities for attachment to the truck-frame and maintenance of the springs and their seats in normal operative position.

The improvement claimed is hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a side view in elevation of a car or tender truck having my invention applied; Fig. 2, a vertical central transverse section through the same; Fig. 3, a plan view, on an enlarged scale, of the spring-plank detached; Fig. 4, a side view in elevation of the same, and Fig. 5 a transverse section on the line *a a* of Fig. 3.

My invention is herein illustrated as applied in an arch-bar or diamond truck of the Master Car-Builders' type, the side frames of which are composed of arch-bars 1, inverted arch-bars 1^a, and pedestal tie-bars 4. These are connected at their outer ends one to the other and to the journal-boxes 2 by journal-box bolts 30 and are connected at the ends of their horizontal middle portions by column-bolts 31 passing through bolster-guide plates or truck-columns 10. The journal-boxes are provided with the usual bearings for the journals of the axles 8, on which the wheels 9 of the truck are secured.

The bolster 5 is fitted to traverse within the proper limited range of vertical movement between the columns 10 and is supported adjacent to its ends upon springs 6, which in turn are supported upon a spring-plank 7, connected to the side frames. In the practice of my invention the spring-plank 7 is formed of a plate or sheet of metal, which is turned or flanged at right angles on its outer

sides throughout the middle and major portion of its length and is turned or flanged similarly, but in reverse direction, on its sides at and near its ends, the lateral flanges 7^a thereat providing for the reception of bolts or rivets 10^a, by which the spring-plank is secured to the truck-columns 10. The body of the spring-plank is preferably, as shown, made of greater width at and near its ends than throughout the remainder of its length and is lightened and stiffened by cutting away its metal, so as to form one or more longitudinal openings 7^c, the edges of which are turned or flanged preferably in the same direction as the side flanges of the body, there being thus provided inner and outer flanges 7^d, which give to the spring-plank a double-channel section for the major portion of its length.

In order to hold the spring-plates or spring-seats 11, on which the springs 6 are seated, in their normal positions, integral spring-plate catches 7^b are preferably formed upon the body of the spring-plank adjacent to each of its ends. In the instance shown the catches 7^b consist of annular upwardly-extending flanges turned on the edges of holes cut in the body of the spring-plank, said flanges engaging corresponding flanges on the spring-seats 11 or fitting in corresponding openings therein. If preferred, the flanges of the catches may be dispensed with, and the catches may be smaller holes punched in the body of the spring-plank and receiving dowels or projections on the spring-seats.

Spring-planks embodying my invention may be expeditiously and inexpensively manufactured by the employment of suitable formers and bending appliances, which are familiar to those skilled in car and truck construction, and their advantages in point of strength, lightness, durability, and capability of use in ordinary diamond-trucks of different patterns will be apparent to constructors and users of railroad rolling-stock.

I claim as my invention and desire to secure by Letters Patent—

1. A spring-plank for car-trucks, composed of a plate or sheet of metal having lateral flanges extending in one direction through-

out the middle and major portion of its length, and oppositely-turned lateral flanges on its end portions.

2. A spring-plank for car-trucks, composed of a plate or sheet of metal having a longitudinal opening in its body, the edges of which are turned or flanged, and having its body laterally flanged.

3. A spring-plank for car-trucks, composed of a plate or sheet of metal having a laterally-flanged body, and a longitudinal opening in its body, the edges of which opening are turned or flanged in the same direction as the lateral flanges of the body, thereby presenting a double-channel section throughout the extent of said flanges.

4. A spring-plank for car-trucks, composed of a plate or sheet of metal having lateral end

flanges for attachment to the side frames of a truck, and annular projections formed on its body between the lateral end flanges thereof, said projections being located in position to engage corresponding openings in spring seats or plates.

5. A spring-plank for car-trucks, composed of a plate or sheet of metal having downwardly-turned lateral flanges extending throughout the middle and major portion of its length, upwardly-turned flanges on its end portions, and a longitudinal opening in its body, the edges of which opening are downwardly flanged.

GEORGE B. MALTBY.

Witnesses:

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