

No. 704,997.

Patented July 15, 1902.

C. T. WESTLAKE.
SWINGING SPRING SEAT FOR CAR BOLSTERS.

(Application filed May 5, 1902.)

(No Model.)

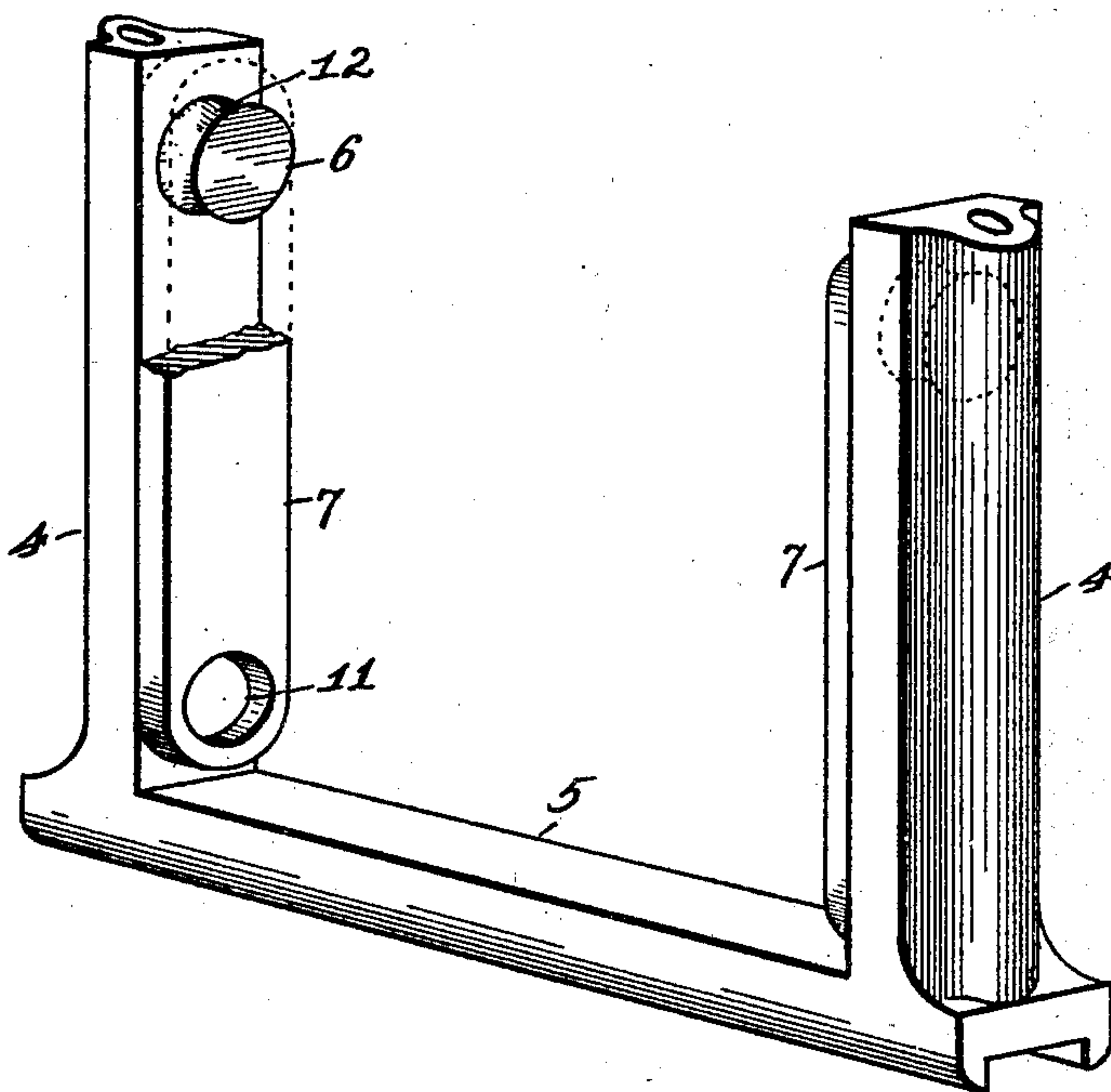


Fig. 1.

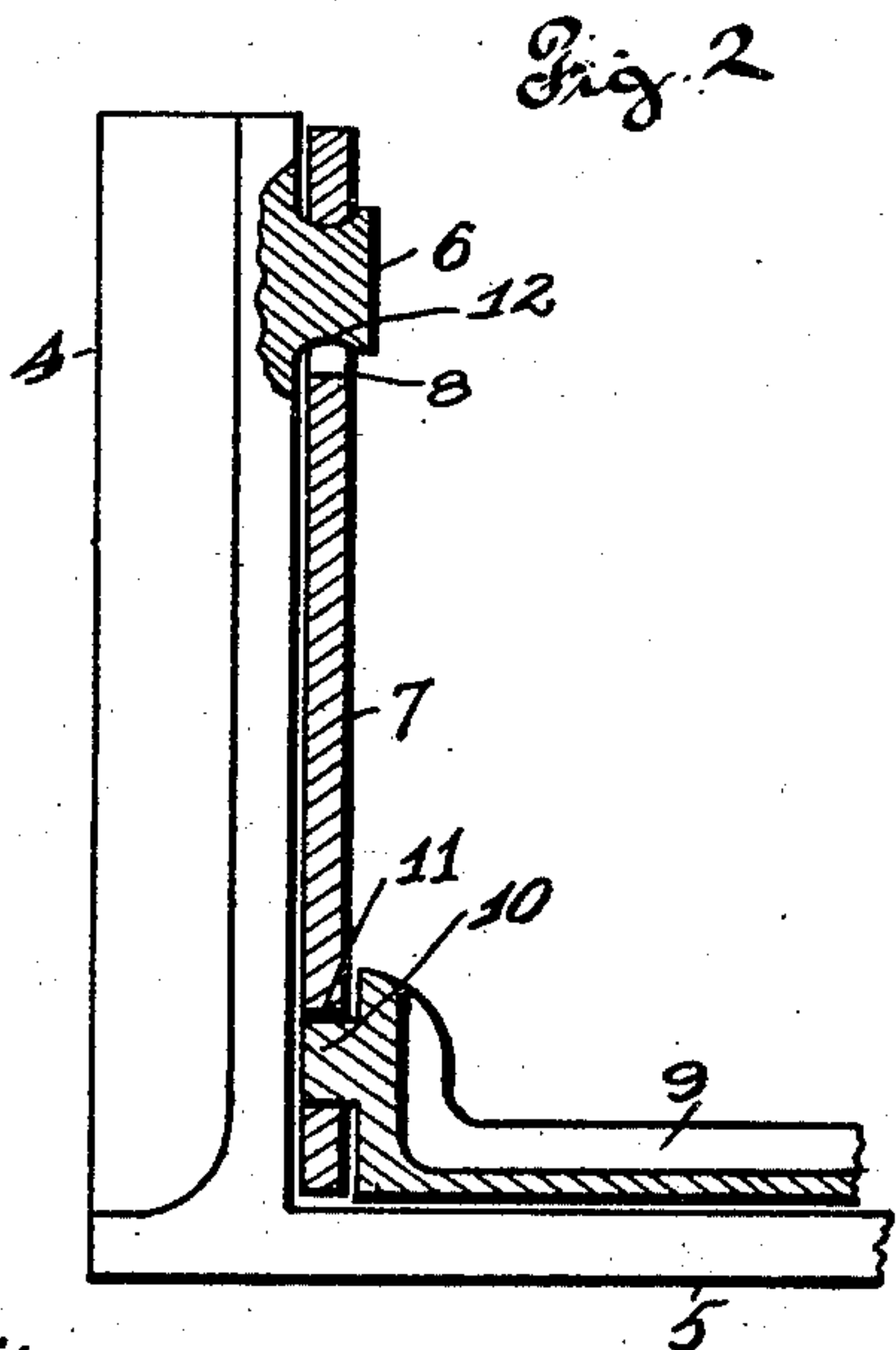


Fig. 2.

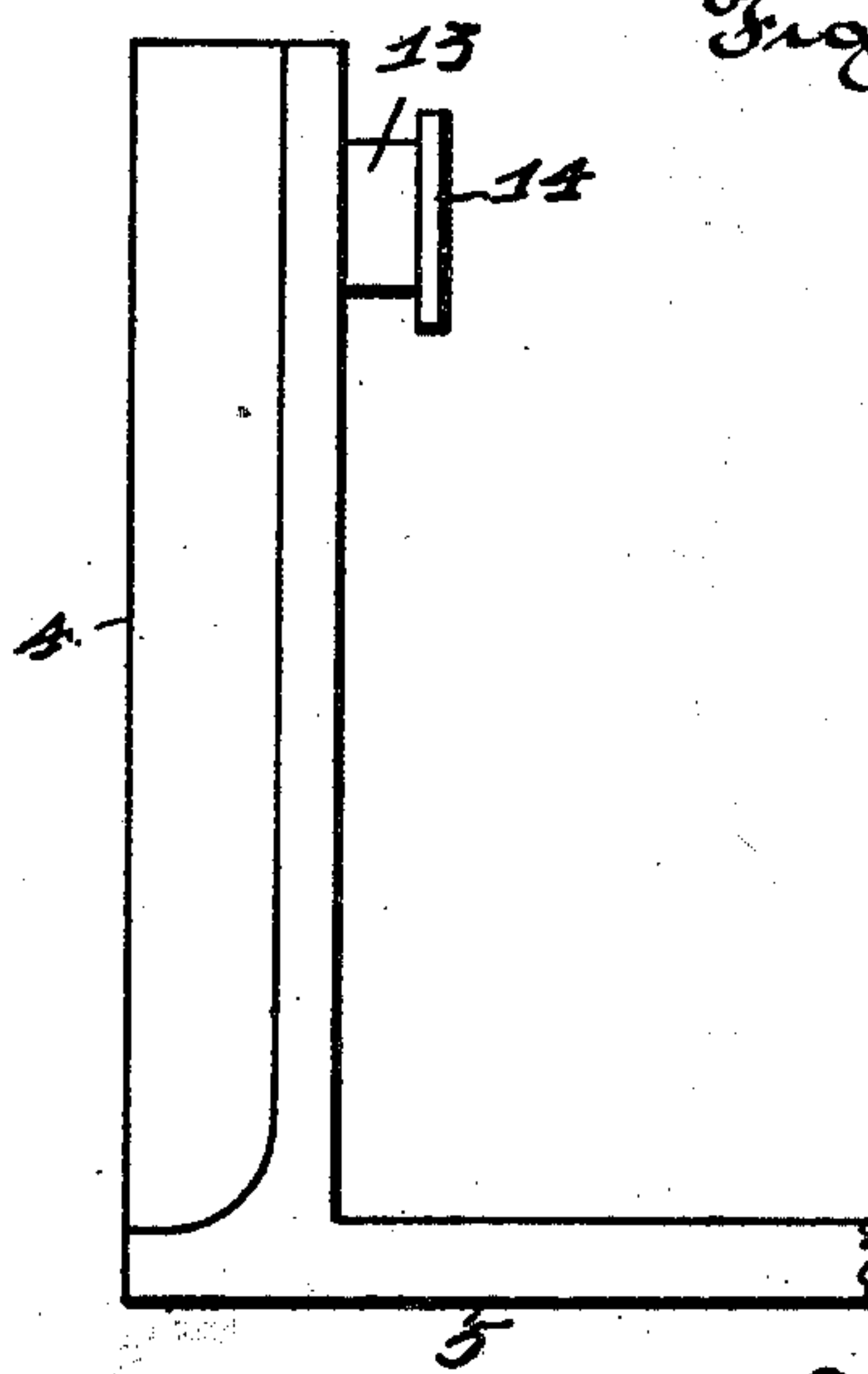


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE, OF GRANITE CITY, ILLINOIS, ASSIGNOR TO COMMONWEALTH STEEL COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

SWINGING SPRING-SEAT FOR CAR-BOLSTERS.

SPECIFICATION forming part of Letters Patent No. 704,997, dated July 15, 1902.

Application filed May 5, 1902. Serial No. 106,090. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. WESTLAKE, of Granite City, Madison county, State of Illinois, have invented certain new and useful
5 Improvements in Swinging Spring-Seats for Car-Bolsters, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.
10 My object is to construct an improved swinging spring-seat for car-bolsters; and my invention consists of the combination, with truck-columns, of button-shaped lugs extending inwardly from near the upper ends of
15 the truck-columns, links having button-openings to receive said lugs, and a spring-seat connected to the lower ends of said links, so as to allow the spring-seat to swing between the truck-columns.
20 Figure 1 is a perspective of the truck-columns and links, the spring-seat being omitted. Fig. 2 is a sectional elevation showing the details of construction. Fig. 3 shows a modified form of button.
25 Referring to the drawings in detail, the truck-columns 4 are rigidly connected by the base 5, and the button-shaped lugs 6 project inwardly from near the upper ends of the truck-columns. The links 7 have openings 8
30 in their upper ends to receive the buttons 6. The spring-seat 9 has trunnions 10 extending from its ends into openings 11 in the lower ends of the links 7, as required to support the spring-seat and allow it to swing between
35 the truck-columns.

The preferred form of button 6 (shown in Figs. 1 and 2) is a cylindrical lug having a curved groove 12 in its periphery, and the opening 8 is large enough to receive the button, and when the link settles down into the
40 groove 12 the link cannot be removed from the button without raising the spring-seat, bolster, and links bodily upwardly to allow the links to pass out of the groove 12, so that the links are held in position and held against
45 lateral motion by the load.

In the modified form of button shown in Fig. 3 the lug has a straight cylindrical body 13 and flange 14. The result is exactly the same and the difference is but trifling.
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I claim—

1. The combination with a truck of button-shaped lugs; links having openings to receive said lugs; and a movable part of the truck connected to the said links, substantially as
55 specified.

2. The combination with truck-columns of button-shaped lugs extending inwardly from near the upper ends of the truck-columns; links having button-openings to receive said
60 lugs; and a spring-seat connected to the lower ends of said links, so as to allow the spring-seat to swing between the truck-columns, substantially as specified.

In testimony whereof I affix my signature
65 in presence of two witnesses.

CHARLES T. WESTLAKE.

Witnesses:

ALFRED A. EICKS,
M. G. IRION.