

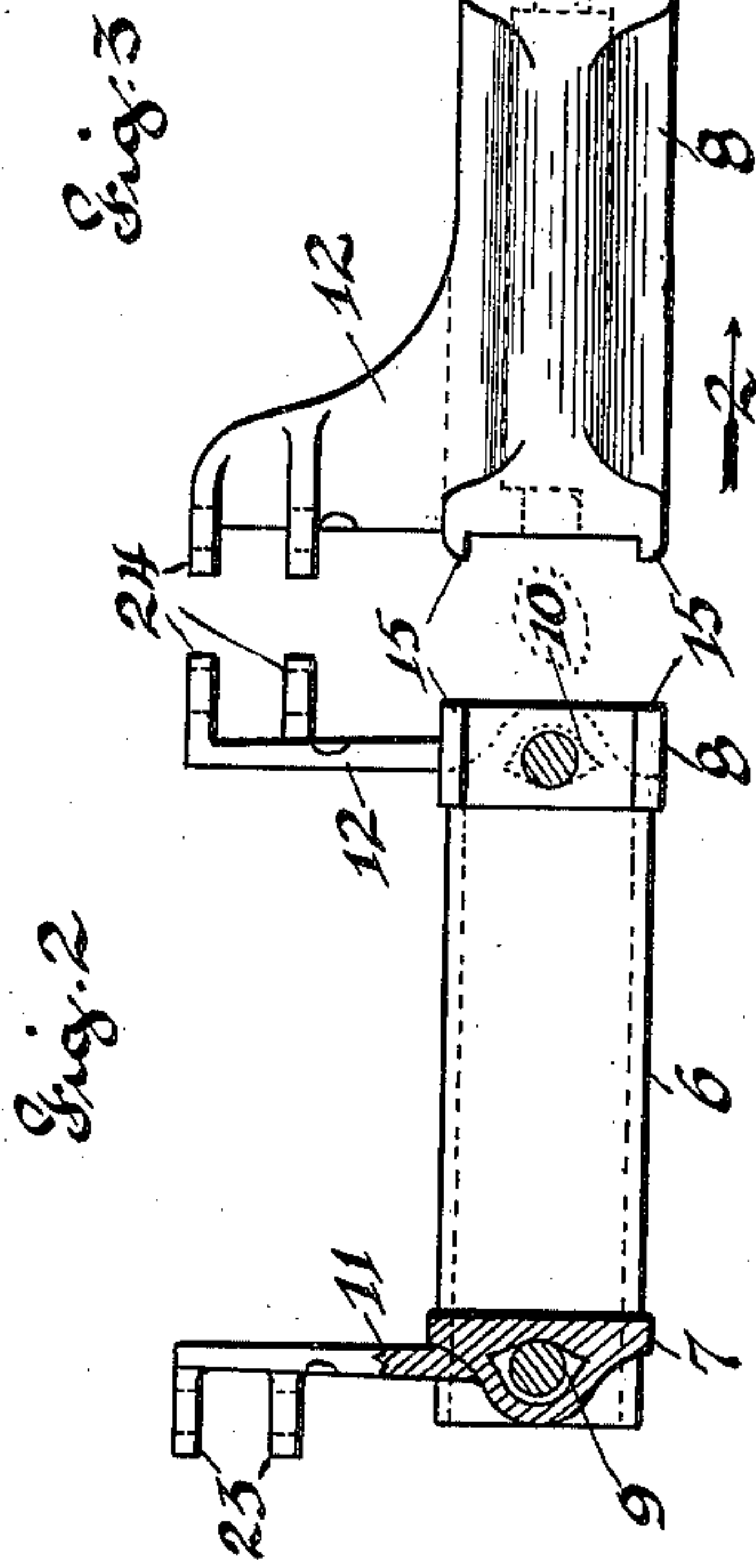
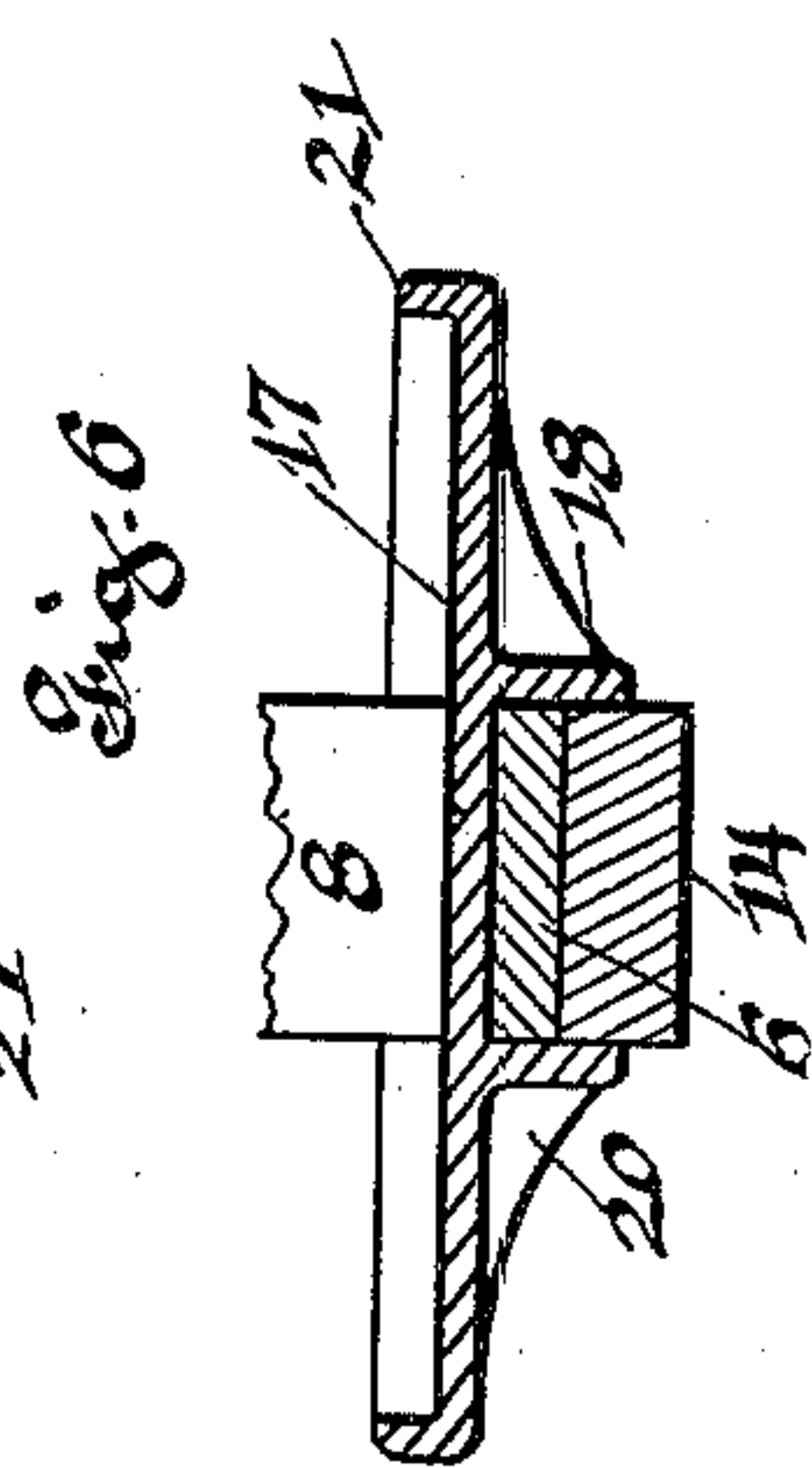
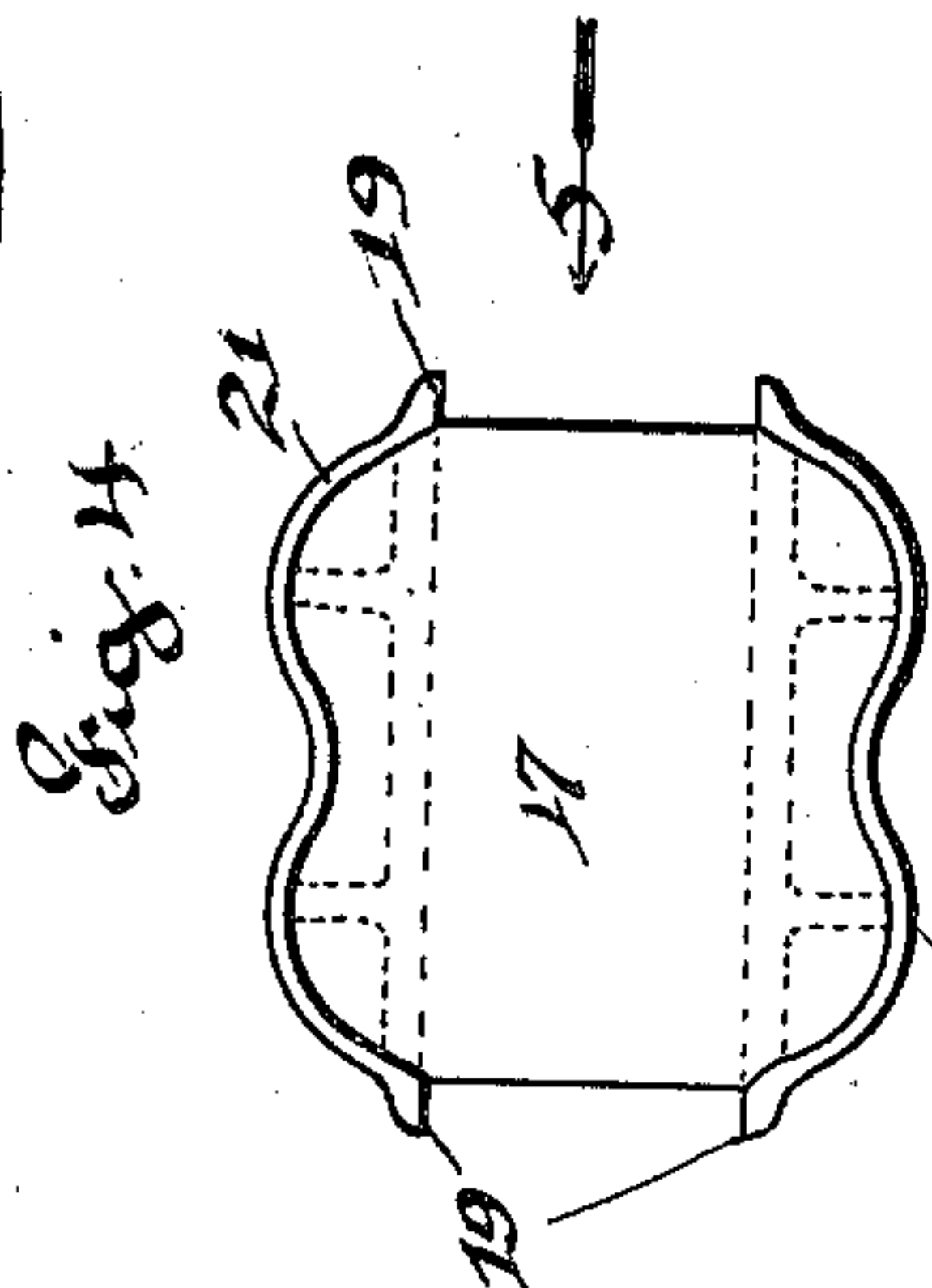
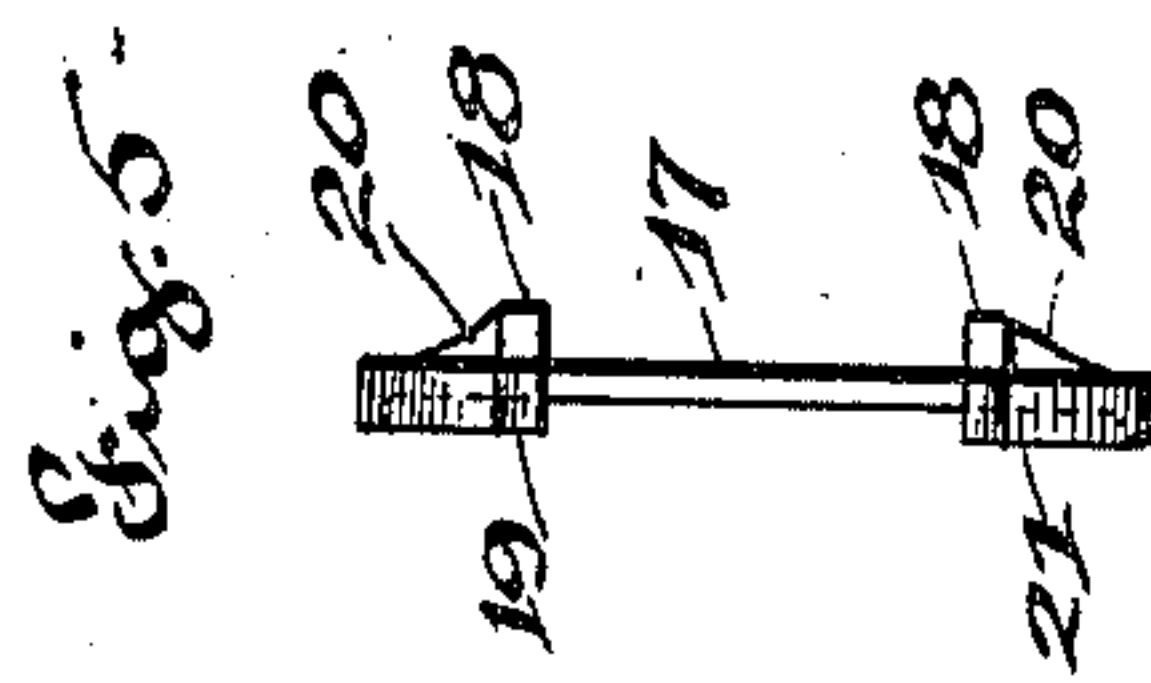
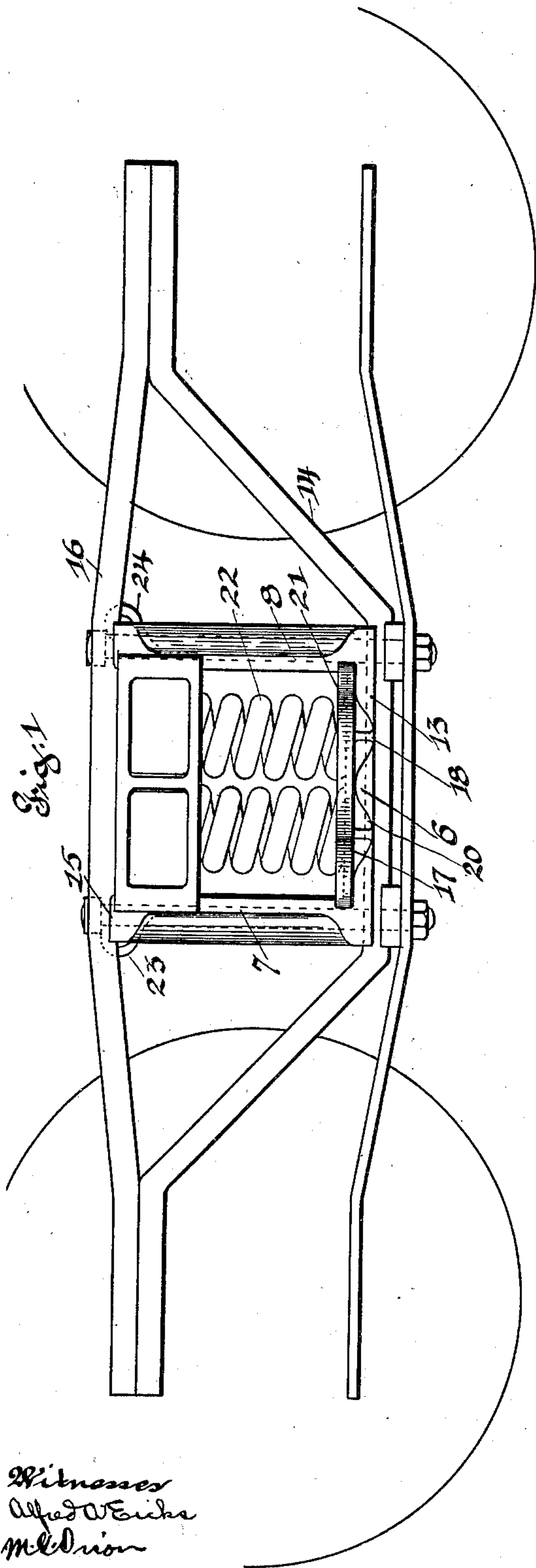
No. 706,789.

Patented Aug. 12, 1902.

C. T. WESTLAKE.
TRUCK END CASTING.

(Application filed Mar. 25, 1902.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

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COMMONWEALTH STEEL COMPANY, OF ST. LOUIS, MISSOURI, A COR-
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TRUCK-END CASTING.

SPECIFICATION forming part of Letters Patent No. 706,789, dated August 12, 1902.

Application filed March 25, 1902. Serial No. 99,976. (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 Truck-End Castings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to truck-end castings;
10 and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

My object is to make improved truck-end or truck-column castings; and my invention
15 consists of a spring-seat base, truck-columns extending upwardly from the ends of the base, there being column-bolt openings lengthwise of said columns, brake-hangers extending inwardly from the upper ends of
20 said columns, lugs extending downwardly from the spring-seat base on each side of the lower arch-bar; lugs extending upwardly from the upper ends of said columns on each side of the upper arch-bar, all cast integrally,
25 and a spring-seat resting upon said base; lugs extending downwardly from the spring-seat upon each side of the base, and lugs extending outwardly from the ends of said spring-seat upon each side of each of said col-
30 umns.

Figure 1 is a view in elevation of the car-truck, showing my improved casting in position for use. Fig. 2 is a top plan view, partly in section, of the truck-column cast-
35 ing with the spring-seat and arch-bar removed. Fig. 3 is a side elevation looking in the direction indicated by the arrow in Fig. 2. Fig. 4 is a top plan view of the spring-seat drawn on an enlarged scale. Fig. 5 is an
40 edge view of the seat, as indicated by the arrow in Fig. 4. Fig. 6 is a modification.

Heretofore I have endeavored to produce steel castings with the columns and brake-hangers and a spring-seat integral, but found
45 in actual practice that the article was too expensive, for the reason that if any one of these parts is defective or lost in the process of casting the entire casting is rendered useless; but in my improved truck-end casting

the spring-seat is entirely separate from the
50 spring-seat base and columns and brake-hangers, so that should the spring-seat casting prove defective it can be thrown away and a new one substituted without much ex-
55 pense, and the same may be said of the columns and base, which are comparatively simple castings.

Referring to the drawings in detail, my improved truck-column casting comprises the
60 spring-seat base 6, the truck-columns 7 and 8 extending upwardly from the ends of the base, there being column-bolt openings 9 and 10, cored longitudinally of said columns and extending from top to bottom, the brake-hangers
65 11 and 12 extending inwardly from the upper ends of the columns 7 and 8, the lugs 13 extending downwardly from the spring-seat base on each side of the lower arch-bar 14, and the
70 lugs 15 extending upwardly from the upper ends of the columns 7 and 8 on each side of the upper arch-bar 16, all cast integrally. The spring-seat 17 is adapted to fit between the columns 7 and 8. The lugs 18 extend
75 downwardly from the spring-seat upon opposite sides of the spring-seat base 6, and the lugs 19 extend from each end of the spring-seat upon each side of the columns 7 and 8. The strengthening-ribs 20 extend outwardly
80 from the lugs 18 along the lower face of the spring-seat plate and form braces for the lugs 18. Flanges 21 extend from the lugs 19 at one end of the spring-seat to the lugs 19 at the other end of the spring-seat along the
85 side edges of said spring-seat, said flanges extending upwardly to hold the lower ends of the springs 22 from slipping laterally. The perforated ears 23 extend outwardly from the inner end of the brake-hanger 11, and similar ears 24 extend outwardly from the inner
90 end of the hanger 12 to form means of hinging the brake-beams to the hanger. Thus it will be seen that I form the spring-seat base, the bolster-guide columns or truck-columns, and the brake-beam hangers all in a single
95 casting and that the spring-seat is adapted to fit the spring-seat base and hold itself between said columns.

There is a great advantage in forming the

truck-columns, spring-seat base, and brake-hangers in a single casting, one of the advantages being that it saves the trouble and expense of connecting the parts by bolts or other means. The truck-columns are greatly strengthened by the shape shown, for instance, in Fig. 2, said columns being substantially semicircular in cross-section at all points intermediate of their extreme ends and said semicircular columns being cored from end to end, thus adding greatly to their strength and stiffness without adding correspondingly to their weight.

In the modification shown in Fig. 6 the lugs 13 are omitted from the bottom of the base 6, and the lugs 18 extend downwardly from the spring-seat past the spring-seat base and beside the arch-bar, said lugs 18 serving the double purpose of holding the lower ends of the truck-columns in position and holding the spring-seat in position. The lugs 15 at the upper ends of the columns are not essential and may be omitted.

The brake-hangers may extend from the truck-columns at any point between their ends instead of at the extreme upper ends, as shown.

The essentials are a spring-seat base formed integrally with the lower ends of the truck-columns and rigidly connecting said columns and a spring-seat formed separately and adapted to engage the spring-seat base.

I claim—

1. The improved truck-column casting, consisting of an integral spring-seat base 6; truck-columns extending upwardly from the ends of the base; brake-hangers extending inwardly from said columns; all cast integrally; a spring-seat resting upon said base; lugs extending downwardly from the spring-seat upon each side of the base; and lugs extending outwardly from the ends of said spring-seat upon each side of each of said columns; substantially as specified.

2. A truck-end or truck-column casting comprising a spring-seat base 6; truck-columns extending upwardly from the base,

there being column-bolt openings lengthwise of said columns; brake-hangers extending inwardly from said columns; lugs extending from the upper ends of said columns on each side of the upper arch-bar; all cast integrally; and a spring-seat resting upon said base; lugs extending downwardly from the spring-seat upon each side of the base and lugs extending outwardly from the ends of said spring-seat upon each side of each of said columns; substantially as specified.

3. The improved truck-column casting, consisting of an integral spring-seat base 6; truck-columns extending upwardly from the ends of the base; brake-hangers extending inwardly from the upper ends of said columns; lugs extending upwardly from the upper ends of said columns on each side of the upper arch-bar; all cast integrally; a spring-seat resting upon said base; lugs extending downwardly from the spring-seat upon each side of the base; and lugs extending outwardly from the ends of said spring-seat upon each side of each of said columns; substantially as specified.

4. A truck-end or truck-column casting comprising a spring-seat base 6; truck-columns extending upwardly from the base, there being column-bolt openings lengthwise of said columns; brake-hangers extending inwardly from the upper ends of said columns; lugs extending downwardly from the spring-seat base on each side of the lower arch-bar; lugs extending upwardly from the upper ends of said columns on each side of the upper arch-bar; all cast integrally; and a spring-seat resting upon said base; lugs extending downwardly from the spring-seat upon each side of the base and lugs extending outwardly from the ends of said spring-seat upon each side of each of said columns, substantially as specified.

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

CHARLES T. WESTLAKE.

Witnesses:

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JOHN C. HIGDON.