

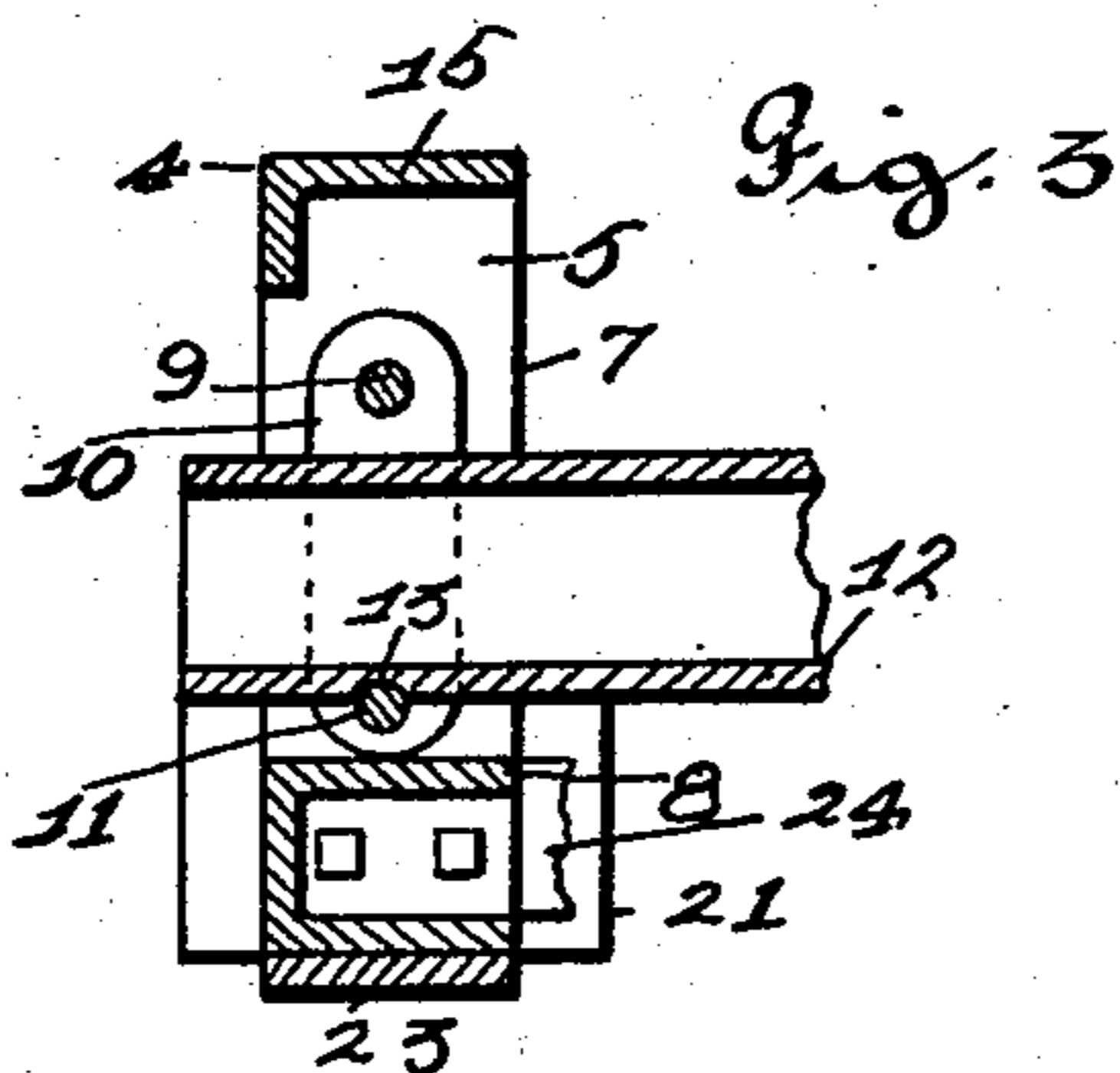
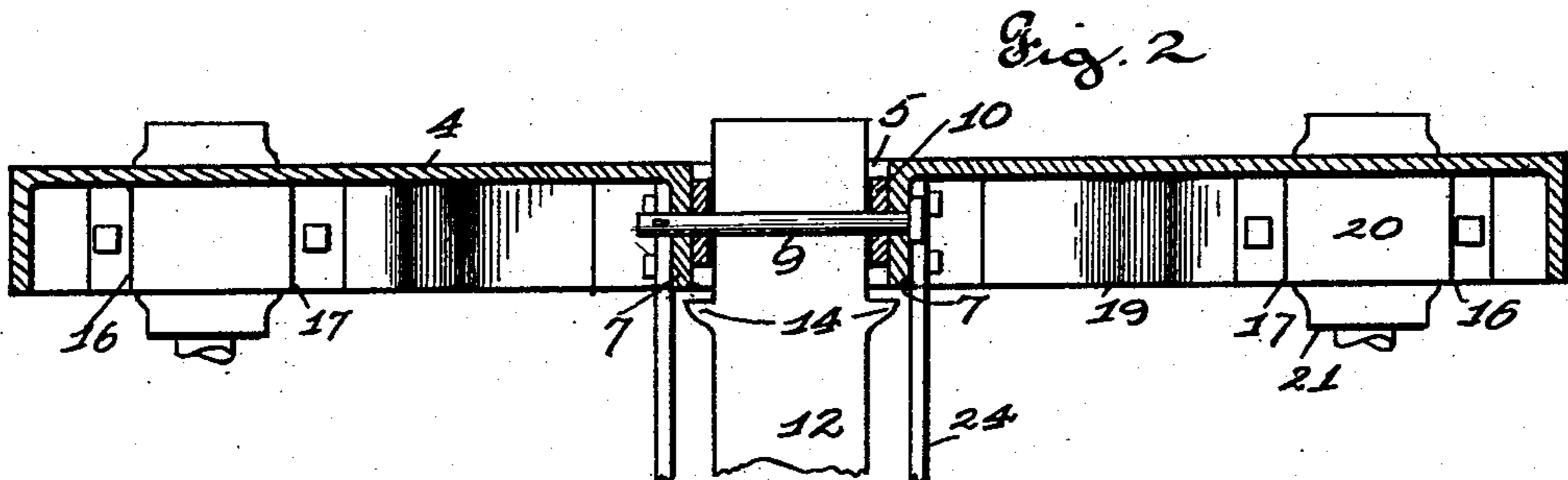
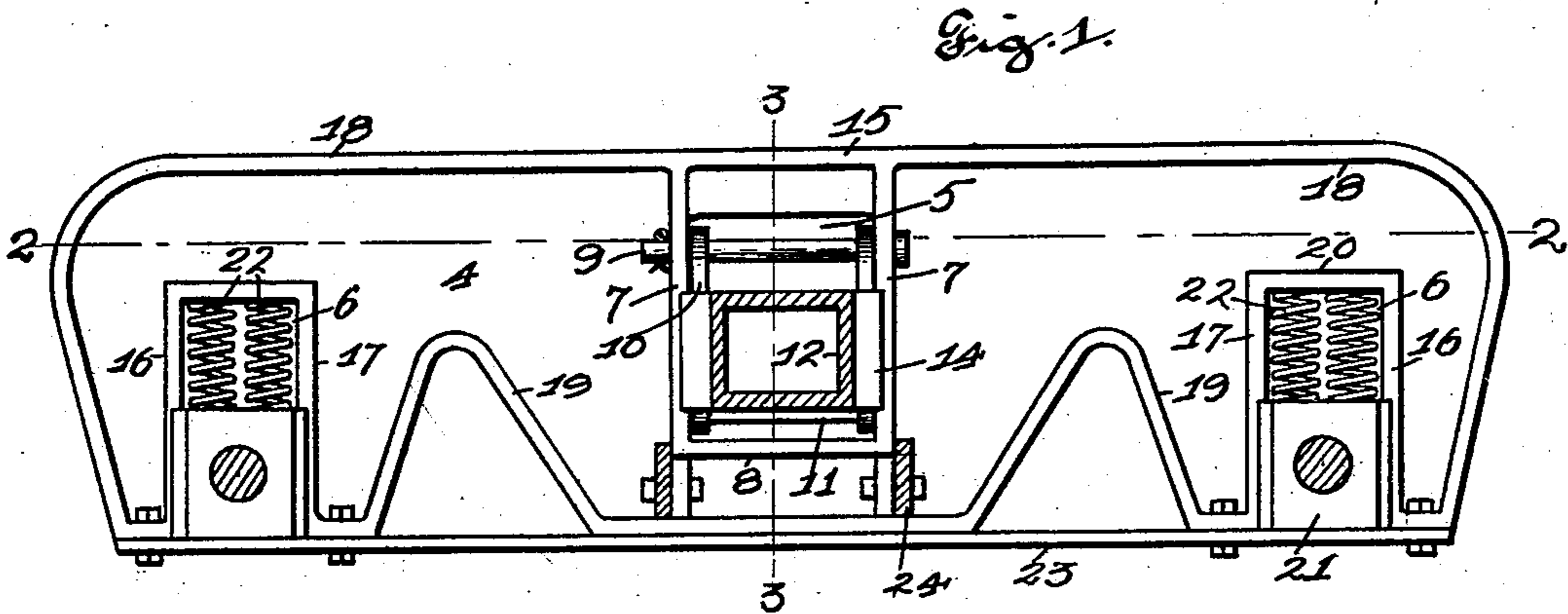
No. 714,076.

Patented Nov. 18, 1902.

C. T. WESTLAKE.  
TRUCK SIDE FRAME.

(Application filed May 5, 1902.)

(No Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE, OF GRANITE, ILLINOIS, ASSIGNOR TO COMMON-WEALTH STEEL COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

## TRUCK SIDE FRAME.

SPECIFICATION forming part of Letters Patent No. 714,076, dated November 18, 1902.

Application filed May 5, 1902. Serial No. 106,089. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES T. WESTLAKE, of the city of Granite, Madison county, State of Illinois, have invented certain new and  
5 useful Improvements in Truck Side Frames, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My object is to construct an improved truck  
10 side frame; and my invention consists of the novel features herein shown, described, and claimed.

Figure 1 is an inside elevation of my improved truck side frame, the bolster and axles  
15 being shown in section. Fig. 2 is a horizontal section taken on the line 2 2 of Fig. 1 and looking downwardly. Fig. 3 is a cross-section on the line 3 3 of Fig. 1.

Referring to the drawings in detail, the  
20 web 4 is at the extreme outer side of the side frame and has a bolster-recess 5 at its center and has journal-box recesses 6 in its ends. Flanges 7 extend inwardly from the web at the sides of the recess 5 and form the truck-  
25 columns. A flange 8 extends inwardly from the web at the bottom of the recess and forms a rigid connection between the lower ends of the truck-columns. A bolt 9 is removably inserted through the truck-columns near their  
30 upper ends, said bolt being located at the transverse center, as shown in Figs. 2 and 3. The links 10 are pivotally mounted upon the bolt 9 and located against the inner faces of the truck-columns, and a second bolt 11 connects the lower ends of the links. The bol-  
35 ster 12 has a recess 13 in its lower face to receive the second bolt 11, as required, to support the bolster and allow it to swing endwise between the truck-columns. The stops 14  
40 project outwardly from the sides of the bolster in position to engage the truck-columns 7 and limit the swinging of the bolster. A flange 15 extends inwardly from the web 4 and connects the upper ends of the truck-  
45 columns. Flanges 16 extend inwardly from the web at the outer sides of the journal-box recesses 6 and form the outer journal-box housing-plates. Similar flanges 17 project inwardly from the web at the inner sides of

the journal-box recesses 6 and form the inner  
50 journal-box housing-plates. Flanges 18 project inwardly from the end and connect the upper ends of the truck-columns to the lower ends of the outer housing-plates 16, and a flange 19 projects inwardly from the web and  
55 connects the lower ends of the inner housing-plates 17. Flanges 20 connect the upper ends of the outer housing-plates to the upper ends of the inner housing-plates and form  
60 spring-seats.

Journal-boxes 21 are slidingly mounted between the housing-plates 16 and 17, and the  
springs 22 are inserted between the spring-  
seats 20 and the journal-boxes 21. The truss-  
65 bar 23 is secured in position to hold the journal-boxes in place, said truss-bar extending from one end of the side frame to the other. The braces 24 connect the truck-columns of one side frame to the truck-columns of the  
70 opposite side frame.

I claim—

1. A truck side frame comprising a web having a bolster-recess at its center; flanges extending transversely from the web at the sides of the recess to form truck-columns; 75 links pivotally mounted within said recess; and a bolster connected to the lower ends of the links as required to allow the bolster to swing endwise, substantially as specified.
2. A truck side frame comprising a web hav- 80 ing a bolster-recess at its center; flanges extending transversely from the web at the sides of the recess to form truck-columns; links pivotally mounted within said recess; a bolster connected to the lower ends of the 85 links as required to allow the bolster to swing endwise; and stops to limit the swinging motion of the bolster, substantially as specified.
3. A truck side frame comprising a web hav- 90 ing a bolster-recess at its center, said recess being primarily closed at the top; and means of swinging the bolster in said bolster-recess, substantially as specified.
4. A truck side frame comprising a web hav- 95 ing a bolster-recess at its center and journal-box recesses in its ends; flanges extending inwardly from its end at the sides of the

journal-box recesses and forming journal-box  
housing-plates; journal-boxes mounted in  
said journal-recesses between the housing-  
plates; and a truss-bar secured in position  
5 to hold the journal-boxes in position, said  
truss-bar extending from one end of the  
frame to the other, substantially as specified.

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

CHARLES T. WESTLAKE.

Witnesses:

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