No. 774,437. PATENTED NOV. 8, 1904.

R. P. LAMONT.

CAR TRUCK.

APPLICATION FILED JUNE 25, 1903.

NO MODEL.

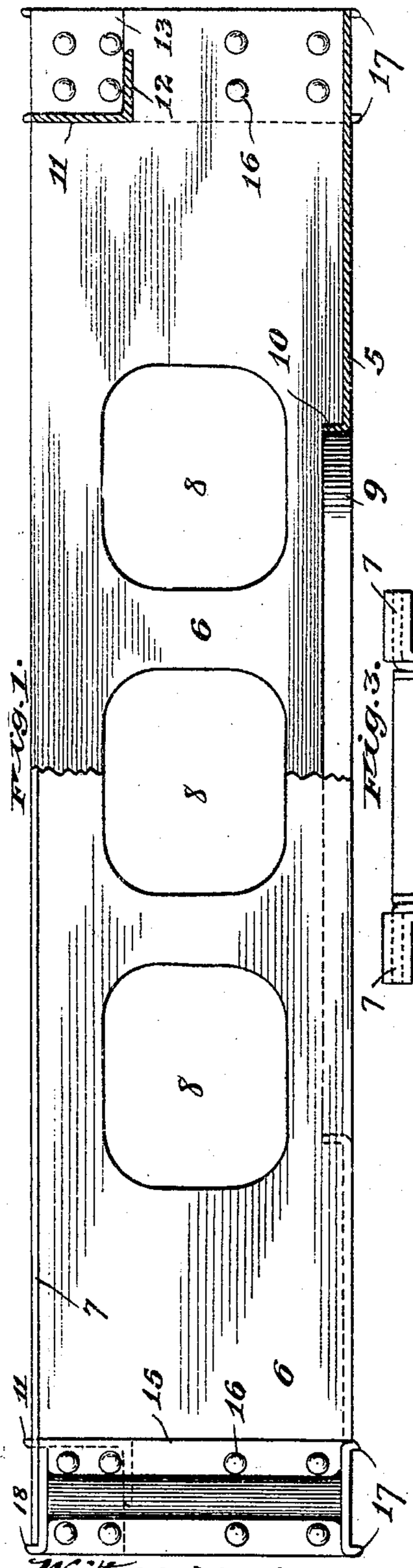

Fig. 1.

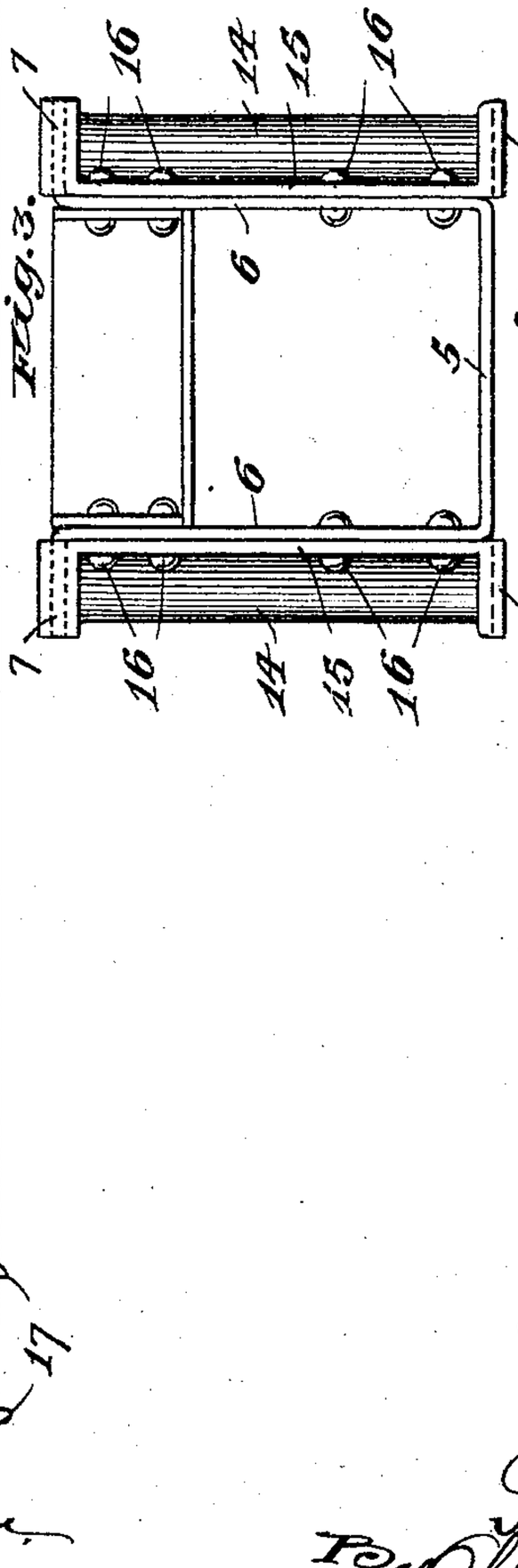

Fig. 3.

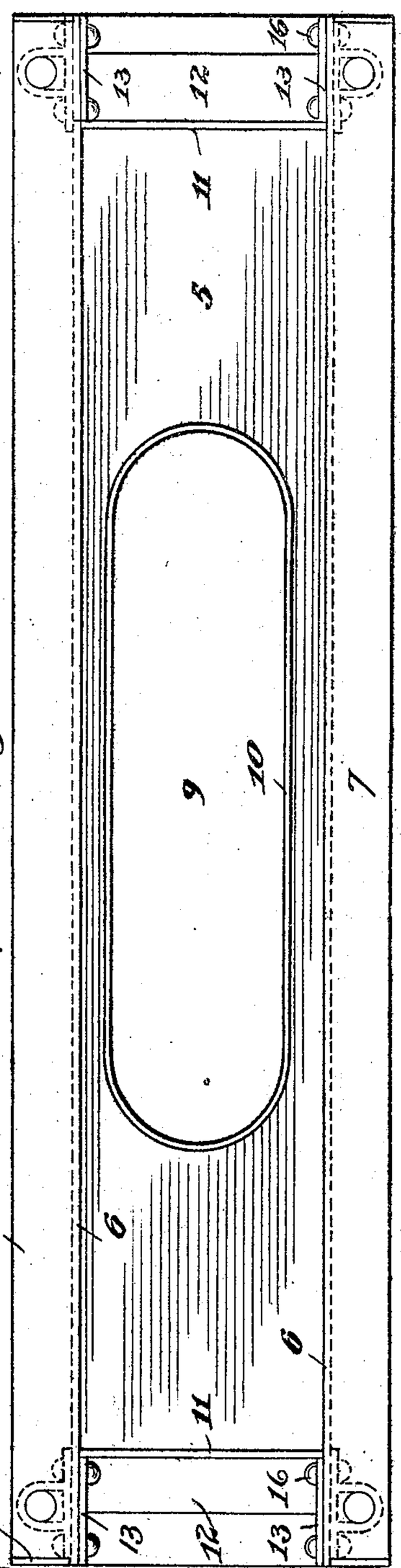

Fig. 2.

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No. 774,437. Patented November 8, 1904.

UNITED STATES PATENT OFFICE.

ROBERT P. LAMONT, OF CHICAGO, ILLINOIS, ASSIGNOR TO SIMPLEX RAILWAY APPLIANCE COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 774,437, dated November 8, 1904.

Application filed June 25, 1903. Serial No. 163,106. (No model.)

To all whom it may concern:

Be it known that I, ROBERT P. LAMONT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Trucks, of which the following is a specification.

My invention relates to trucks for railway-cars, and has for its object to secure increased simplicity of construction and economy in cost of manufacture of such devices.

More particularly, my invention relates to a new and improved construction of truck-bolster-containing frame or transom. Heretofore such devices have commonly been made of a number of separate side and bottom members fitted to each other and united by bolts and rivets. According to my present invention I propose to form such a bolster-containing frame or transom from a single sheet of plate-steel by pressing the same into a form to produce integral bottom and side walls for the reception and carriage of the springs and bolster proper carried thereby.

My invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a side elevational view, partly in longitudinal section, of my improved bolster-containing frame or transom. Fig. 2 is a top plan view of the same, and Fig. 3 is an end view.

In carrying out my invention I take a plain rectangular sheet of plate-steel of the required dimensions and by means of suitable dies press the same into the trough-shaped form shown in the drawings, producing the integral bottom wall 5 and upright side walls 6. The upper margins of the latter are bent over outwardly at right angles to the side walls, forming horizontally-extending flanges 7. The side walls are preferably cut out, as shown at 8, for greater lightness, while the bottom wall may also preferably have an elongated central opening 9, the margin of which is preferably struck up inwardly, as shown at 10, for the sake of increased rigidity. The side walls are united at their opposite ends by tie-bars 11, consisting, preferably, of a strip of angle-iron having its lower horizontal member 12 cut to exactly fit between the side walls and having the ends of its vertical member bent inwardly at right angles to lie against the inner faces of the upright walls of the frame, as shown at 13.

14 designates the transom guide bars or columns, the base-plates 15 whereof are applied to the outer sides of the side walls of the frame at their opposite ends, being united thereto by rivets 16, the upper series of rivets also passing through the inwardly-bent ends 13 of the tie-bars 11, and thus securing the latter in place. The margins of the bases of the columns are bent downwardly, as shown at 17, to form a seat for the inverted arch-bar (not shown) of the truck-frame, while the outer margin of the upper end or head-plate of each column is similarly upwardly bent, as shown at 18, and coöperates with the upper surface of the flange 7 and with the upper margin of the vertical member of the tie-bar 11 in forming a seat for the arch-bar.

The herein-described construction provides a transom of great rigidity and strength, combined with maximum simplicity, efficiency, and economy of manufacture. Being made of sheet or plate steel it is free from the liability to break under sudden shocks or jars, such as often prove fatal to the integrity of cast-metal structures, and being integral in character—that is, formed from a single blank without joints and connections (except as to the appurtenances at its ends)—it always retains its original form and integrity of structure.

I claim—

1. A truck-transom formed from a single sheet of plate-steel pressed into a form to yield a horizontal bottom wall and vertical side walls, and outwardly-extending flanges along the upper margins of the latter, in combination with tie-bars connecting the opposite ends of said side walls, and columns applied to the outer ends of said side walls beneath said marginal flanges, substantially as described.

2. A truck-transom of the character described, consisting of a horizontal bottom wall

and vertical side walls having outwardly-extending upper marginal flanges all pressed into form from a single rectangular sheet of plate-steel, in combination with tie-bars formed of angle-iron having their end portions bent inwardly to lie against said side walls, and columns applied to the outer ends of said side walls, and rivets passed through said columns, side walls and inwardly-bent ends of the tie-bars and uniting said parts, substantially as described.

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