

No. 849,895.

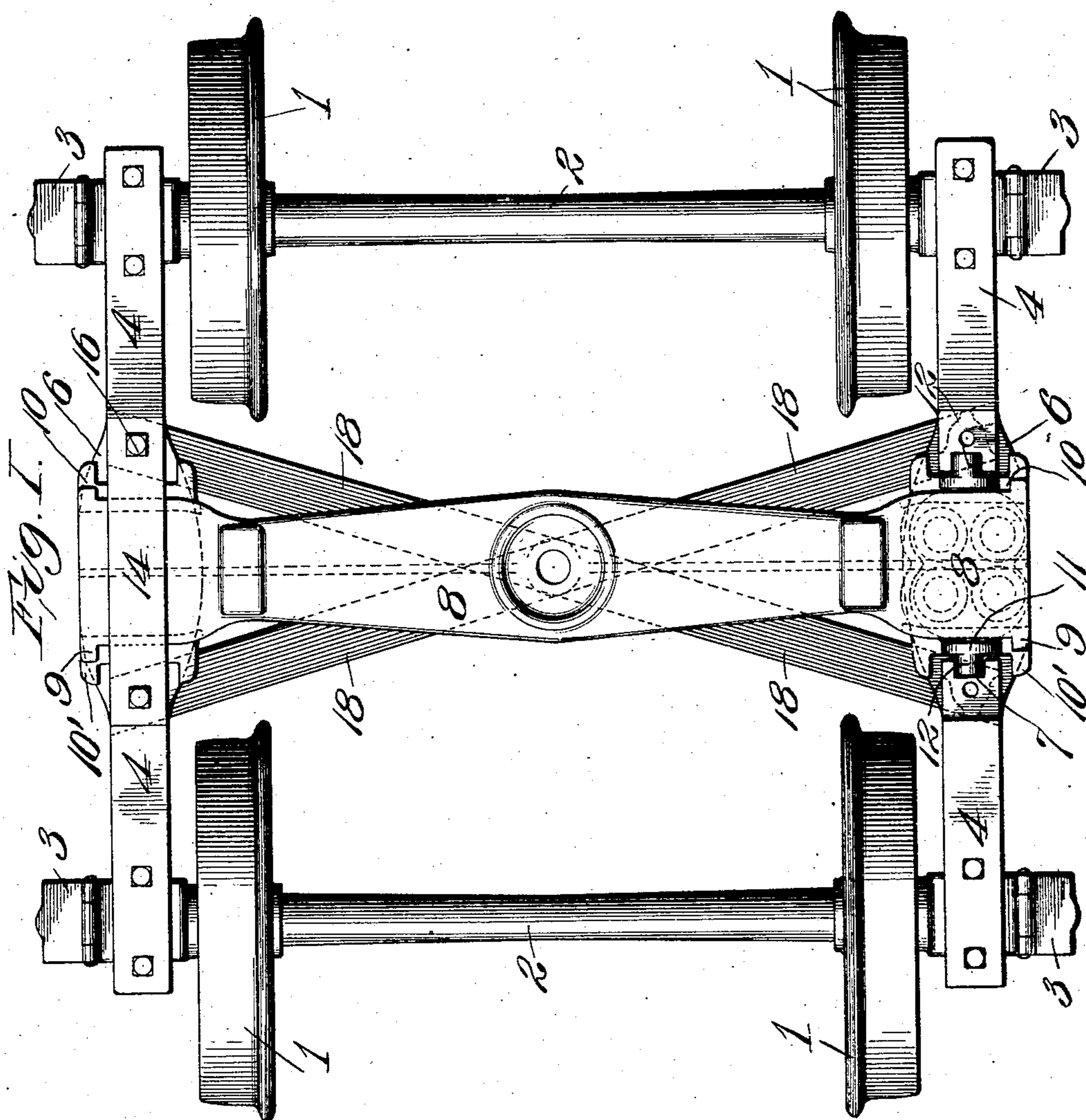
PATENTED APR. 9, 1907.

T. M. GALLAGHER.

CAR TRUCK.

APPLICATION FILED AUG. 25, 1906.

2 SHEETS—SHEET 1.



Attest:
Wm. H. Scott.
Blanche Hogue.

Inventor
Thos. M. Gallagher,
by Geo. W. H. Catty.

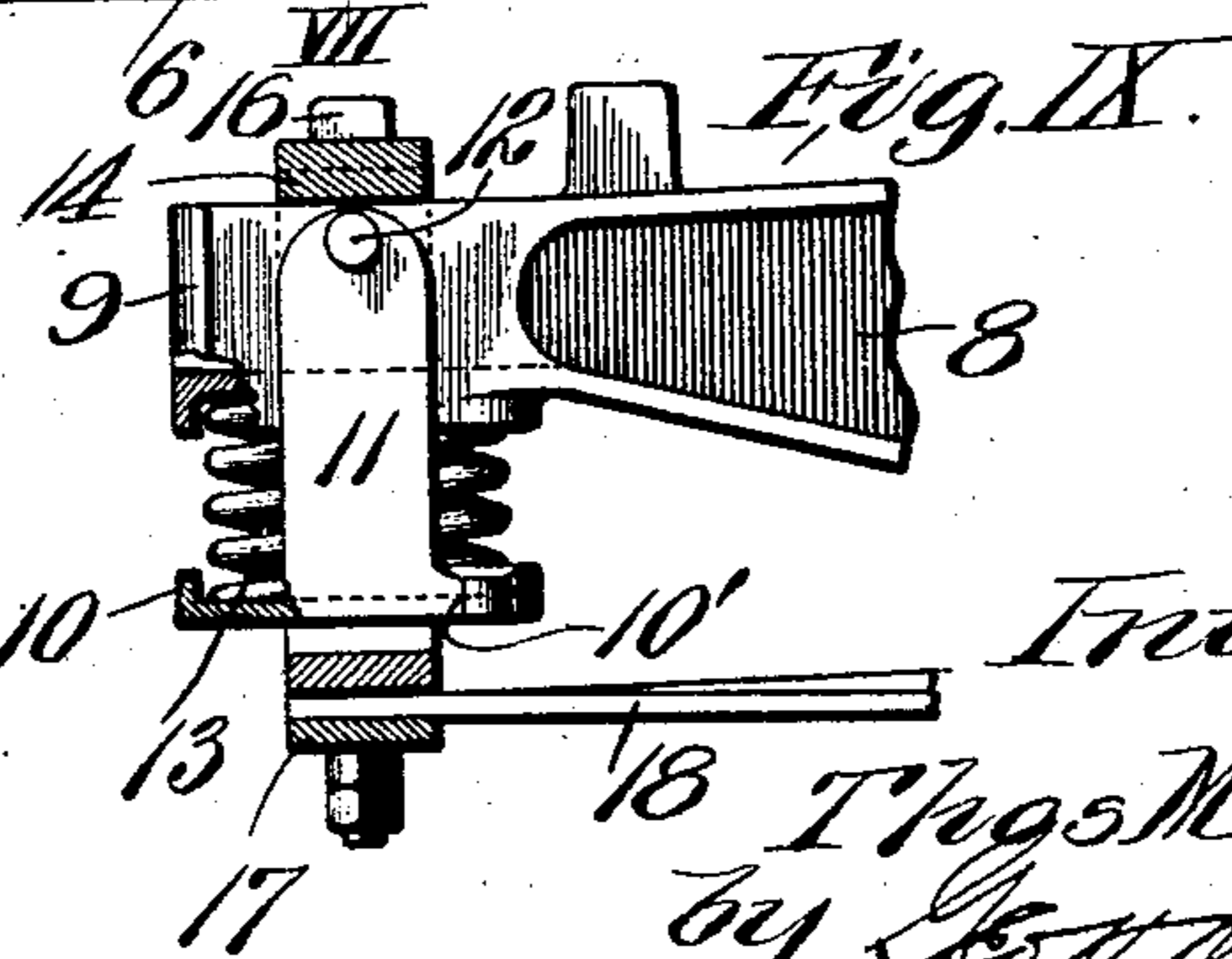
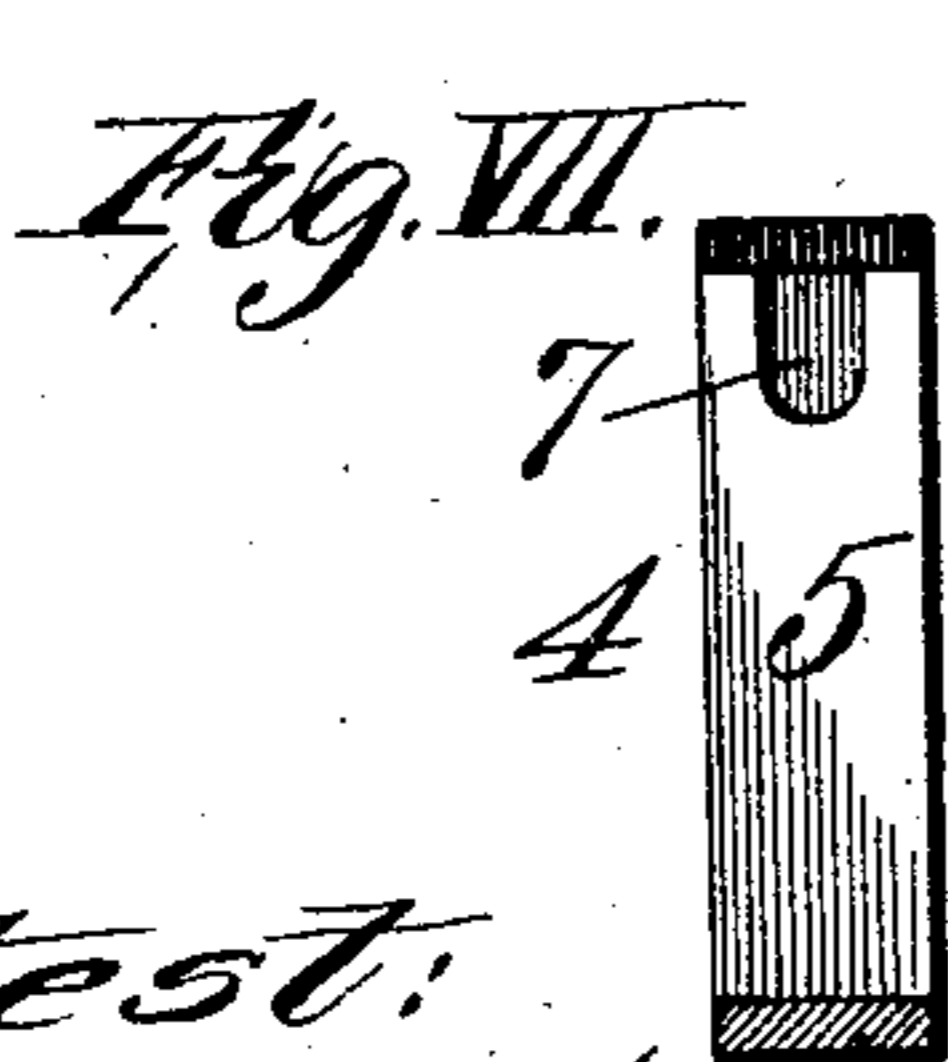
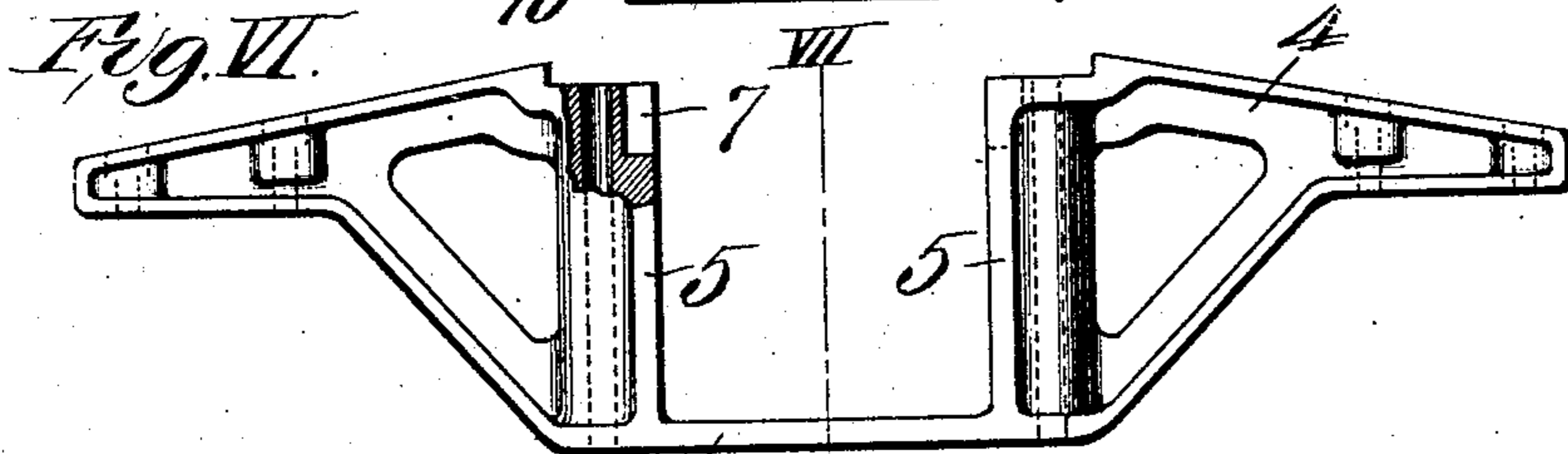
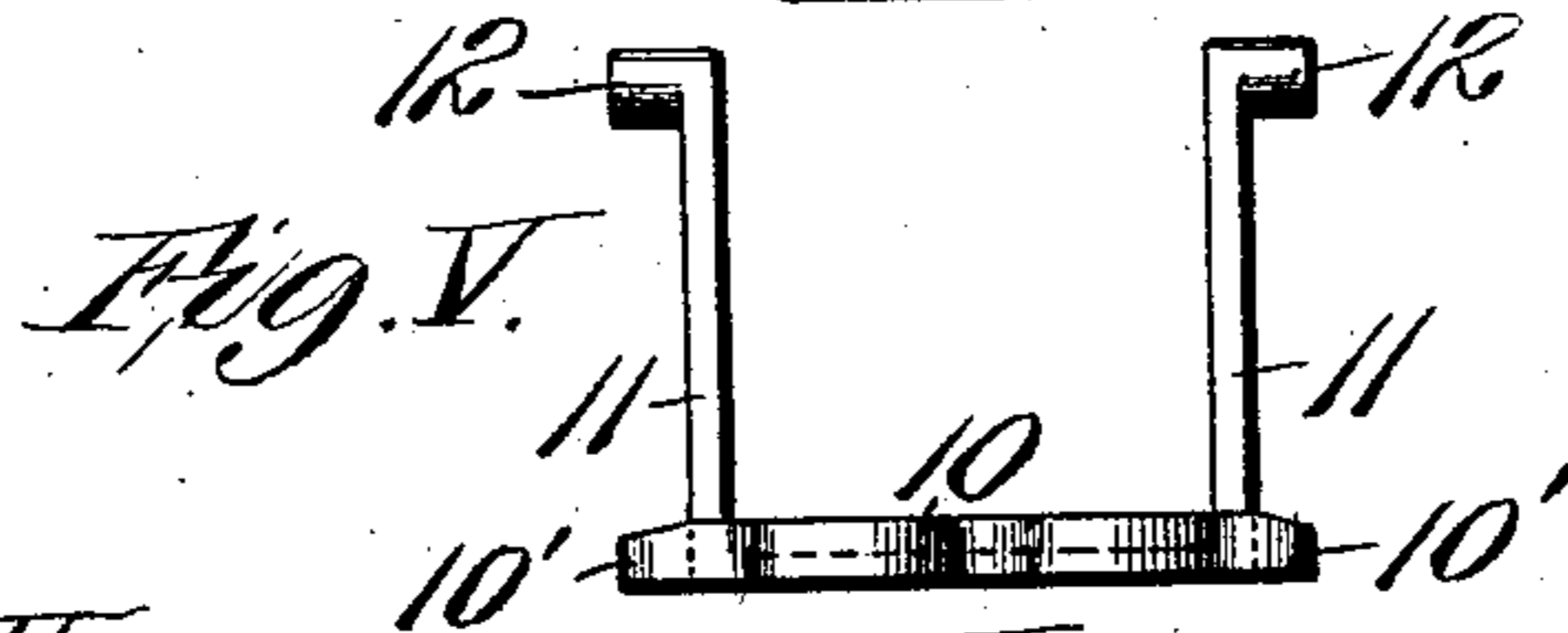
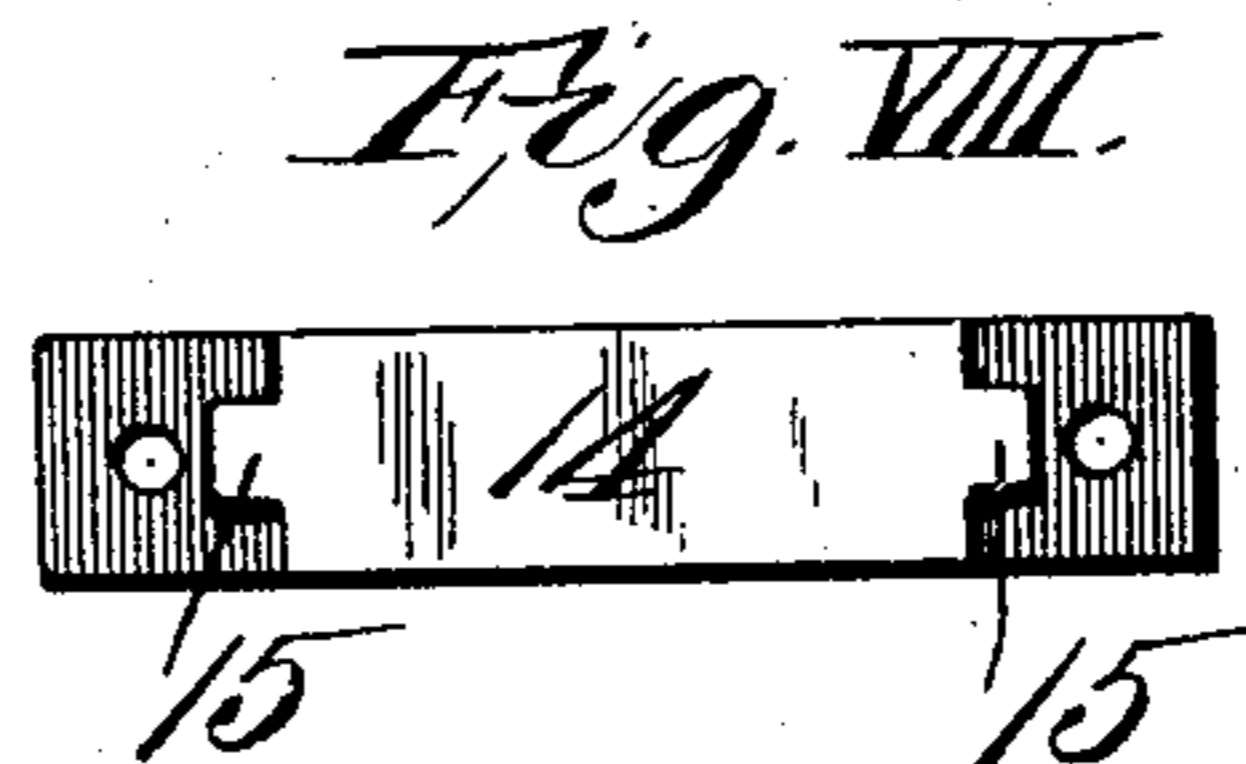
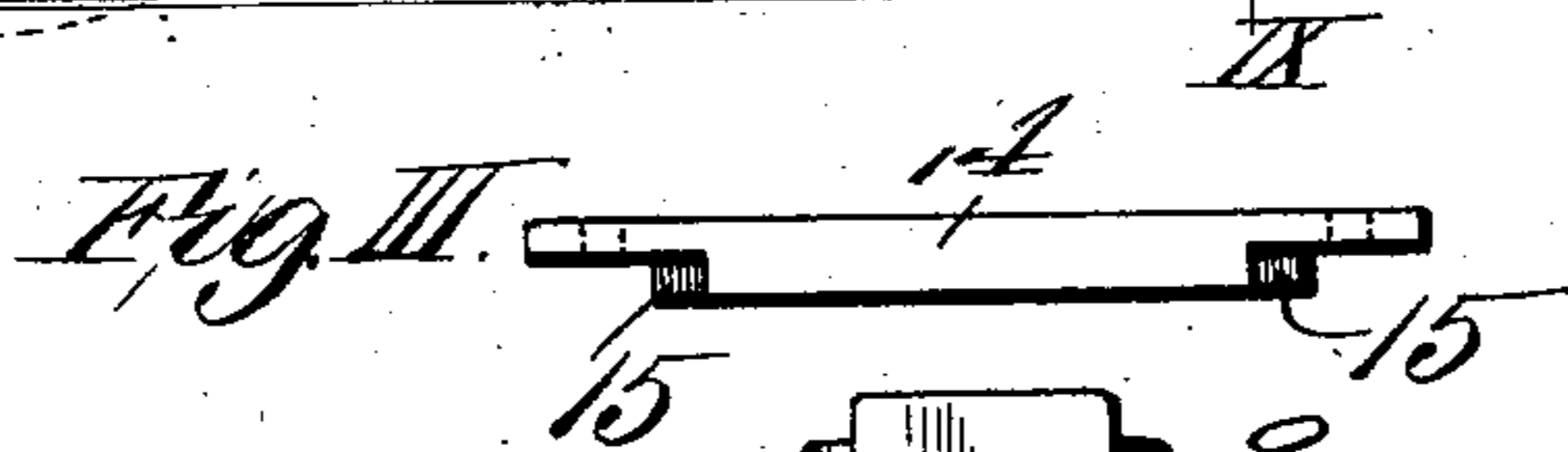
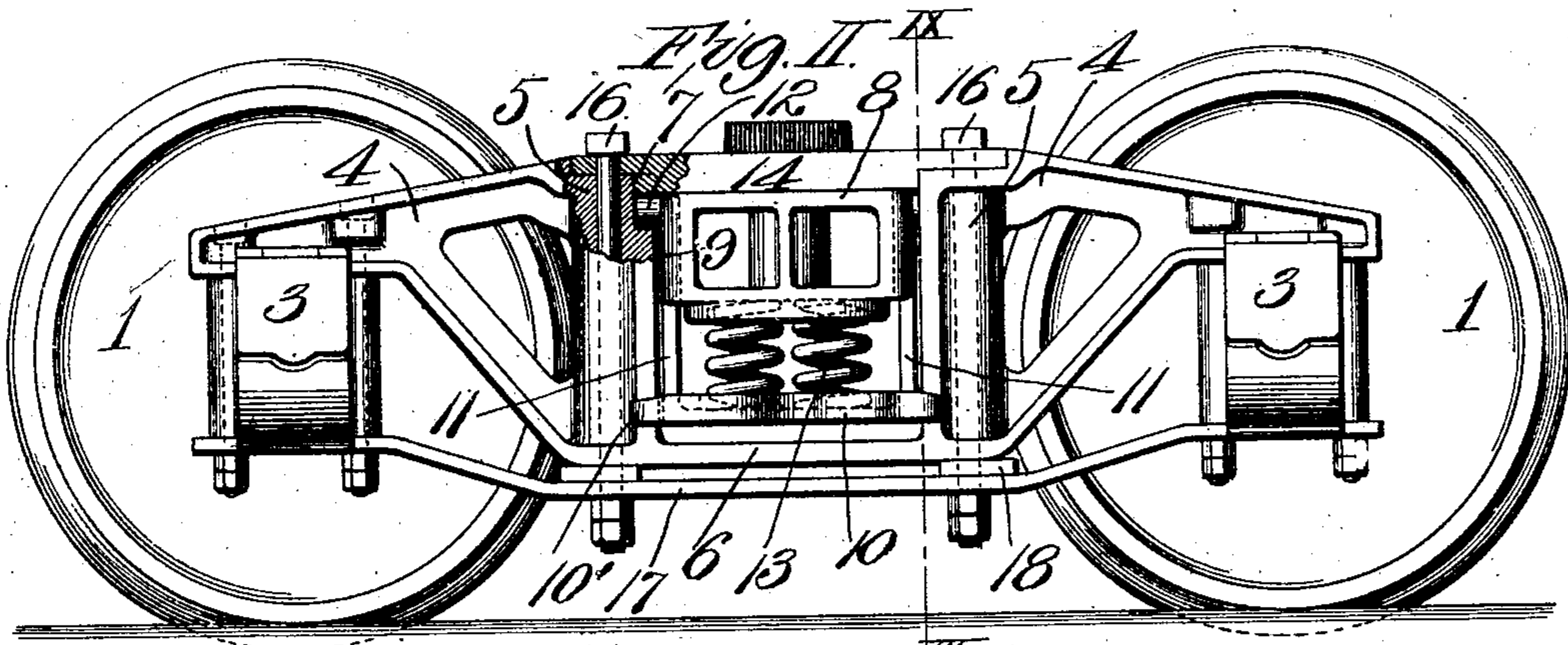
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T. M. GALLAGHER.
CAR TRUCK.

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2 SHEETS—SHEET 2.



Attest:
W. H. Scott.
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Inventor:
T. M. Gallagher,
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UNITED STATES PATENT OFFICE.

THOMAS M. GALLAGHER, OF OLD ORCHARD, MISSOURI, ASSIGNOR TO
SCULLIN GALLAGHER IRON & STEEL COMPANY, OF ST. LOUIS,
MISSOURI, A CORPORATION.

CAR-TRUCK.

No. 849,895.

Specification of Letters Patent.

Patented April 9, 1907.

Application filed August 25, 1906. Serial No. 331,965.

To all whom it may concern:

Be it known that I, THOMAS M. GALLAGHER, a citizen of the United States of America, residing in Old Orchard, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Car-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to that class of car-trucks in which swinging motion is provided for the truck-bolsters; and it has for its object to provide a simple, strong, and efficient construction of this character.

Figure I is a top or plan view of my truck. Fig. II is a view of the truck, partly in side elevation and partly in vertical section. Fig. III is a side elevation of one of the compression members located above the truck-bolster. Fig. IV is an end elevation of the truck-bolster. Fig. V is a side elevation of one of the combined spring-seats and hangers. Fig. VI is a view, partly in side elevation and partly in vertical section, of one of the truck side frames. Fig. VII is a view, partly in elevation and partly in vertical section, taken on line VII VII, Fig. VI. Fig. VIII is an inverted plan view of one of the compression members located above the truck-bolster. Fig. IX is a vertical cross-section taken on line IX IX, Fig. II.

1 designates the truck-wheels, and 2 the axles, of my truck, the latter of which are mounted in the axle-boxes 3.

4 designates the side frames, which are preferably of the same general form as the side frames in Letters Patent of the United States granted to me June 7, 1904, No. 762,043. Each side frame is provided with bolster-columns 5 and a web 6, uniting said columns at their lower ends, thereby producing a bolster-receiving pocket that is open at its upper end. In each bolster-column at the sides of the bolster-receiving pocket is a recess flush therewith at the side of the bolster, which provides a socket 7, which is open at its upper end.

8 designates a bolster, the end portions of which are arranged between the bolster-columns 5, the bolster being preferably provided at its ends with laterally-projecting lugs 9, which serve as stops to limit end or lateral

thrust of the bolster in each direction. The bolster is swingingly supported by combined spring-seats 10 and hanger-arms 11, cast integral with each other, the hanger-arms of said combined members being provided at their upper ends with laterally-projecting pivot-bosses 12, which seat in the sockets of the bolster-columns 5. These pivot-bosses provide for the suspension of the combined spring-seats and hangers in such manner as to permit the members to swing transversely of the truck side frames in order that the truck-bolster, which is supported above the spring-seats on the springs 13, may partake of a lateral swinging motion relative to the truck, of which it forms a part. Each spring-seat is provided at its ends with stop-lugs 10', that are adapted to engage the bolster-columns 5 and limit the degree of motion of the combined spring-seats and hangers.

14 designates compression members, which are mounted on the bolster-columns 5 and which span the spaces at the upper ends of the bolster-receiving pockets between said columns. These compression members are provided at their lower sides with tongues 15, that enter the sockets 7 above the pivot-bosses of the hanger-arms 11 and serve to confine said bosses in said sockets. The compression members are secured to the side frames by bolts 16, that pass vertically through the bolster-columns and which serve the additional purpose of binding the pedestal tie-bars 17 to the side frames 4.

The side frames are preferably united by transverse tie-bars 18, that are secured to the side frames through the medium of the bolts 16.

I claim—

1. In a car-truck, the combination of a pair of side frames having bolster-columns, formed with recesses flush therewith providing open sockets, combined spring-seats and hangers formed integral with each other and having pivot-bosses seated in the open sockets whereby they are swingingly supported by said bolster-columns, springs located upon said spring-seats, and a bolster supported by said springs upon said spring-seats and hangers, substantially as set forth.

2. In a car-truck, the combination of a pair of side frames having bolster-columns, formed with open sockets, combined spring-

seats having stop-lugs engaging said columns and hangers formed integral with each other and having pivot-bosses seated in the open sockets whereby they are swingingly supported by said bolster-columns, springs located upon said spring-seats, and a bolster supported by said springs upon said spring-seats and hangers, substantially as set forth.

3. In a car-truck, the combination of a pair of side frames provided with bolster-columns, formed with open sockets, combined spring-seats and hangers integral with each other, the hangers being provided with pivot-bosses adapted to seat in said open sockets of said bolster-columns, springs located upon said spring-seats, compression members having tongues fitting in the open sockets over the pivot-bosses, and a bolster supported by said springs upon said spring-seats and hangers, substantially as set forth.

4. In a car-truck, the combination of a pair of side frames provided with bolster-columns formed with recesses flush therewith providing open sockets, combined spring-seats and hangers, springs located upon said spring-seats, and a bolster having stop-lugs and supported by said springs upon said spring-seats and hangers; said hangers being provided with pivot-bosses seated in said open sockets, substantially as set forth.

5. In a car-truck, the combination of a pair of side frames having bolster-columns, formed with recesses flush therewith providing open sockets, combined spring-seats and hangers formed integral with each other

and having pivot-bosses seated in the open sockets whereby they are swingingly supported by said bolster-columns, springs located upon said spring-seats, a compression member mounted upon the upper ends of said bolster-columns, and a bolster supported by said springs upon said spring-seats and hangers, substantially as set forth.

6. In a car-truck, the combination of a pair of side frames having bolster-columns formed with recesses flush therewith providing open sockets, combined spring-seats and hangers, the hangers of which are provided with pivot-bosses seated in said open sockets, a bolster supported by said springs upon said spring-seats and hangers, and compression members mounted on said bolster-columns above said hangers, substantially as set forth.

7. In a car-truck, the combination of a pair of side frames having bolster-columns provided with sockets, combined spring-seats and hangers, the hangers of which are provided with pivot-bosses seated in said sockets, a bolster supported by said spring-seats and hangers, and compression members mounted on said bolster-columns above said hangers; said compression members being provided with tongues adapted to seat in said sockets, substantially as set forth.

THOMAS M. GALLAGHER.

In presence of—

E. S. KNIGHT,

NELLIE V. ALEXANDER.