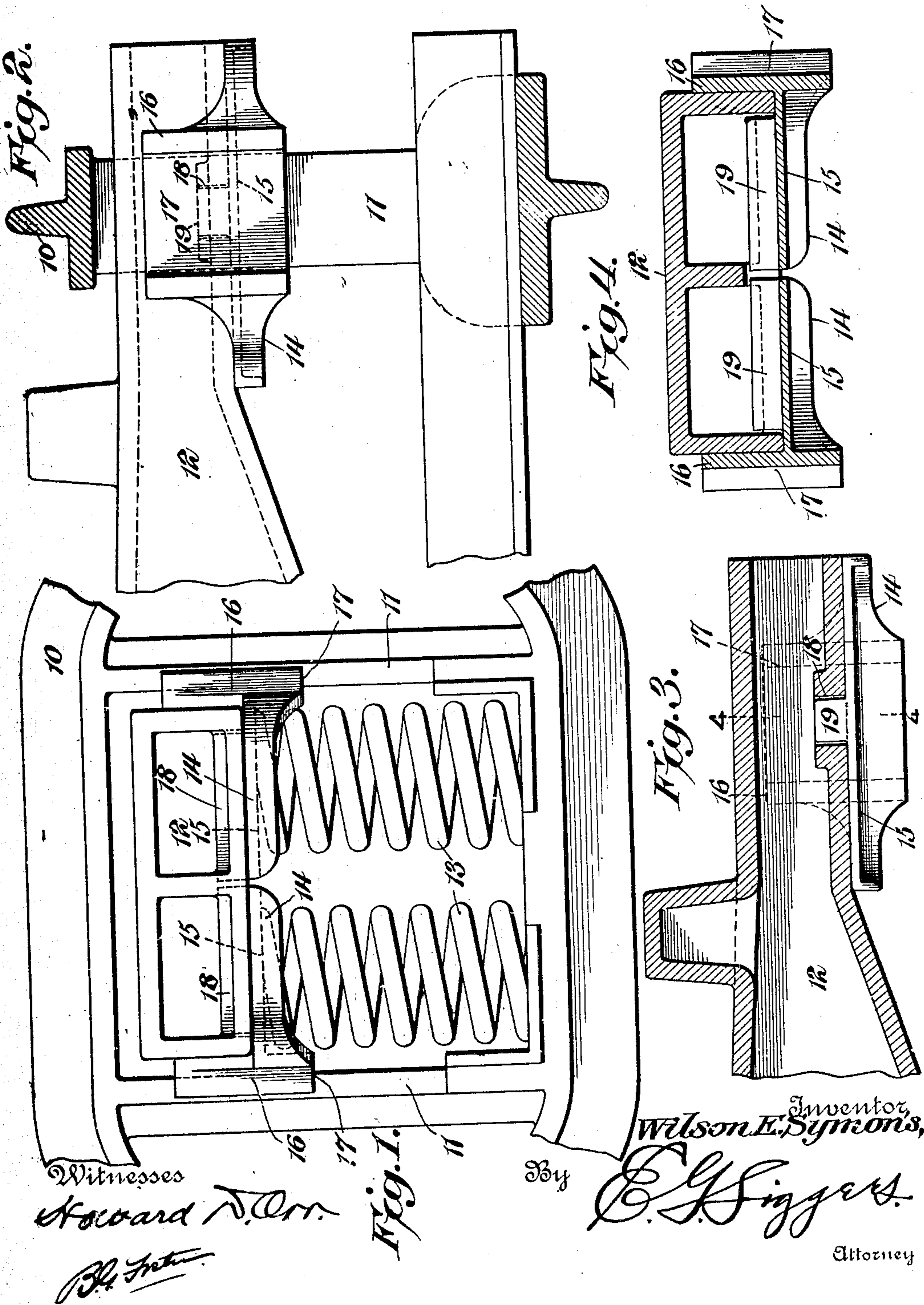


No. 860,268.

PATENTED JULY 16, 1907.

W. E. SYMONS.
TRUCK STRUCTURE.
APPLICATION FILED APR. 18, 1907.

2 SHEETS—SHEET 1.

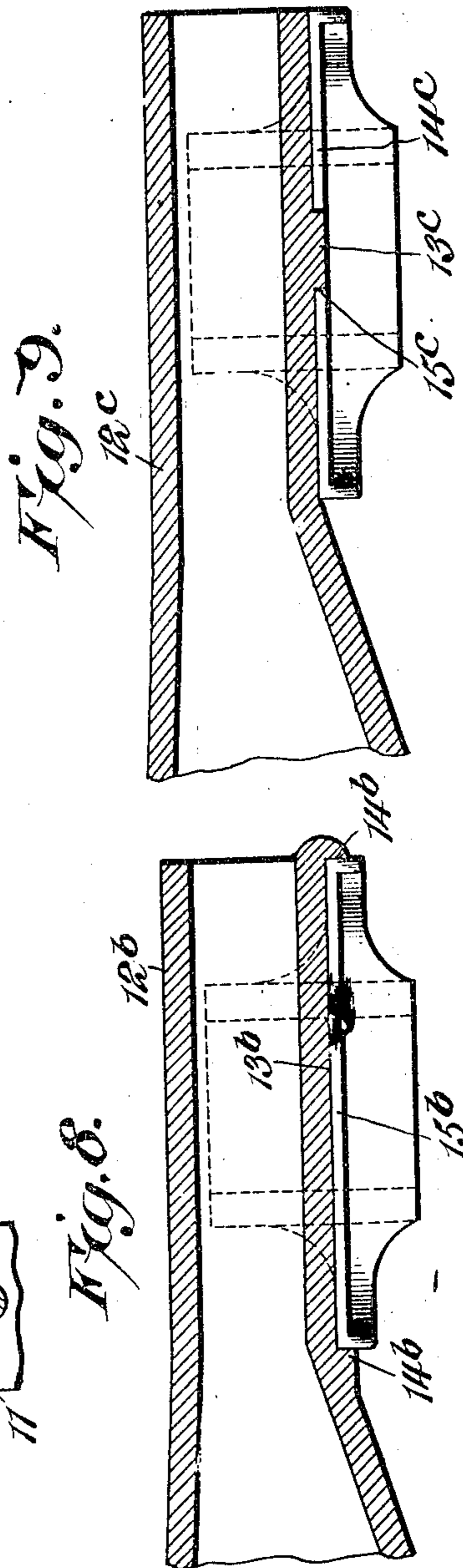
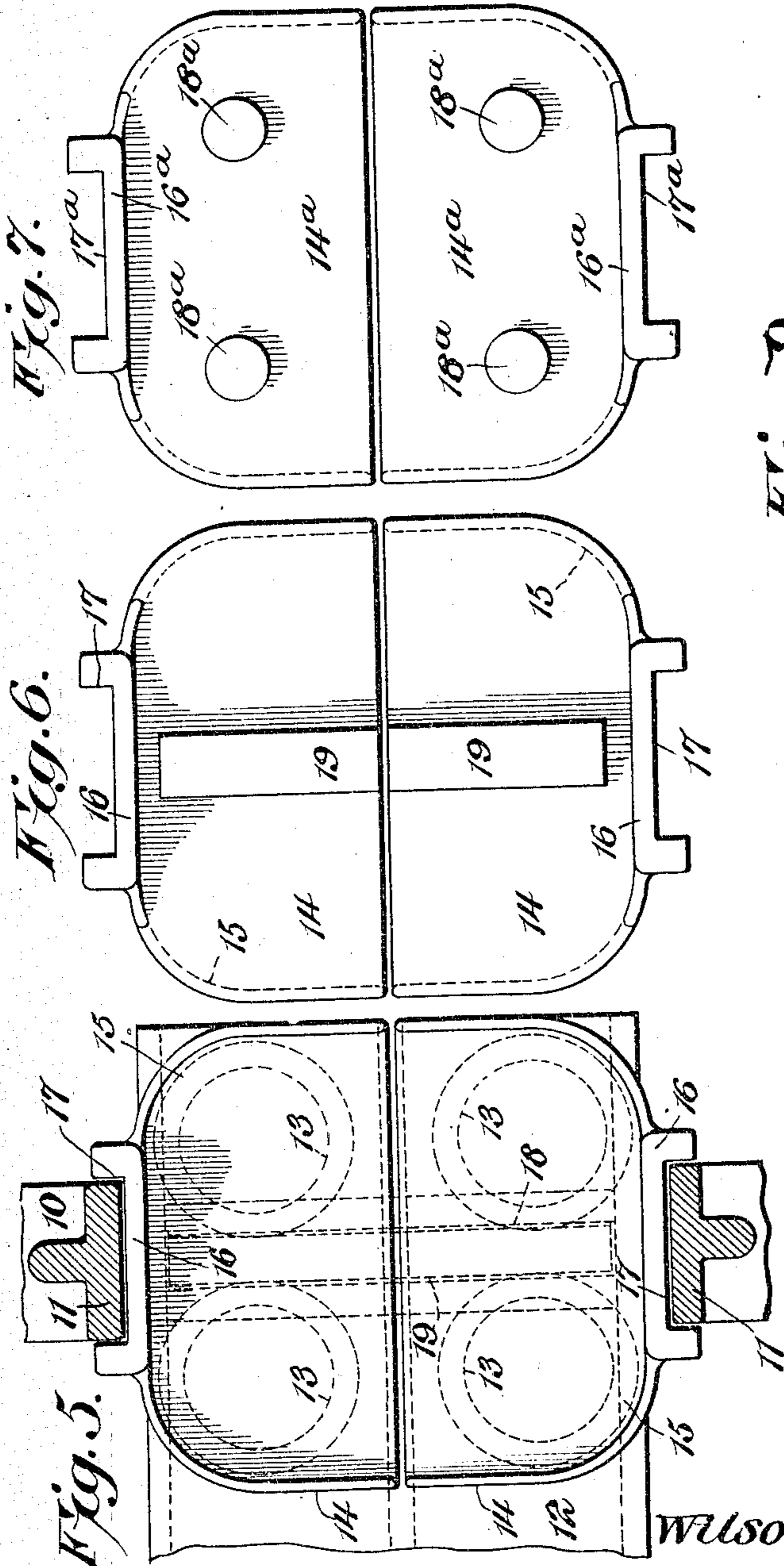


No. 860,268.

PATENTED JULY 16, 1907.

W. E. SYMONS.
TRUCK STRUCTURE.
APPLICATION FILED APR. 18, 1907.

2 SHEETS—SHEET 2.



Witnesses

Howard D. Orr

B. H. Foster

By

C. G. Figgess

Attorney

Wilson E. Symons, Inventor,

UNITED STATES PATENT OFFICE.

WILSON E. SYMONS, OF CHICAGO, ILLINOIS.

TRUCK STRUCTURE.

No. 860,268.

Specification of Letters Patent.

Patented July 16, 1907.

Application filed April 18, 1907. Serial No. 368,961.

To all whom it may concern:

Be it known that I, WILSON E. SYMONS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Truck Structure, of which the following is a specification.

This invention relates more particularly to guiding means for the ends of truck bolsters.

In one well known type of car truck, it is necessary to cut away the opposing sides of the columns in order to receive the bolster guides, and this tends to weaken the columns, and consequently the truck structure, or necessitates an extra amount of metal to prevent such weakness.

The primary object in the present case is to provide an effective guide, to so arrange this guide that it will constitute a cap for the bolster receiving springs, and to so construct the parts that the columns do not have to be cut away or otherwise weakened.

Several embodiments of the invention are illustrated in the accompanying drawings, but it will be evident from an inspection of the appended claims that the said invention is not limited to the forms of construction illustrated.

In the drawings:—Figure 1 is an end elevation of a portion of a truck showing one form of the improved guide in place. Fig. 2 is a vertical sectional view through the structure shown in Fig. 1. Fig. 3 is a longitudinal sectional view through the bolster end showing one of the guide sections in elevation. Fig. 4 is a sectional view on the line 4—4 of Fig. 3. Fig. 5 is a horizontal sectional view, showing the guide in bottom plan. Fig. 6 is a top plan view of the guide. Fig. 7 is a top plan view of a slightly modified form of construction. Fig. 8 is a sectional view showing still another modified form of the invention. Fig. 9 is still another sectional view of another embodiment.

Similar reference numerals designate corresponding parts in all the figures of the drawings.

In the embodiment illustrated in Figs. 1—6 inclusive, the truck side member, designated 10, may be of any suitable construction, and includes spaced upright columns 11. The bolster 12, which may be of any suitable form, has one end located between the columns in the ordinary manner. It will be observed that the columns 11 are parallel throughout their extent, and are not cut away.

The guiding means consists of a cap for the usual bolster supporting springs 13, and said cap is composed of sections 14 located end to end beneath the bolster 12, and having their under sides recessed, as shown in Fig. 5 at 15 to suitably receive the upper ends of the springs 13. These sections furthermore have at their outer ends outstanding walls or shoes 16

that are interposed between the bolster 12 and the columns 11, said shoes having guideways 17 in their outer faces that receive the columns on which they are slidably mounted. The sections 14 are furthermore interlocked with the under side of the bolster. Thus in the embodiment shown in Figs. 1—6 inclusive, said under side is provided with a transverse socket or slot 18, and the sections have upstanding projections or ribs 19 that engage in the slots.

The structure as thus described may be set up in a number of ways. For instance, the springs 13 may be first introduced between the columns, the sections of the cap and guide placed in position thereupon, and the end of the bolster then inserted, or the end of the bolster may be first placed in the upper end of the opening between the columns, the sections of the guide successively positioned, and the springs then introduced. The particular manner of assembling the parts is, however, unimportant, but it will be noted from the above examples that the same can be readily placed in position or removed. Moreover it will be evident that when assembled the parts will retain their position, and effectively perform the functions for which they are designed.

As examples of how the structure may be modified, attention is invited to Figs. 7, 8 and 9. In Fig. 7, the guide sections are designated respectively 14^a and have the usual upstanding shoes 16^a provided with guideways 17^a. The sections furthermore have upstanding dowels 18^a, which engage in suitable sockets or openings formed in the under side of the truck bolster, as will be evident. In Fig. 8, the bolster, which is designated 12^b, has a recessed seat 13^b formed in its under side by means of lips or depending projections 14^b. The guide sections 15^b are located in this recessed seat. In Fig. 9, the truck bolster, which is designated 12^c has depending ribs or projections 13^c, and in this case, the guide or cap sections 14^c have sockets 15^c to receive the projections. In other words, this structure is substantially a reversal of the forms shown in Figs. 6 and 7. From these examples, it will be apparent therefore that the interlocking engagements may be secured in a variety of ways, and that these interlocking engagements serve to insure the proper relation of the bolster and guide or cap.

From the foregoing, it is thought that the construction, operation, and many advantages of the herein described invention will be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

Having thus fully described my invention, what I

claim as new, and desire to secure by Letters Patent, is:—

1. A column guide for trucks comprising a spring cap having spaced shoes that cooperate with the columns of the truck side member and define a bolster receiving seat between them, said cap having portions of its upper wall arranged to interlock with a bolster placed thereon.
2. A column guide for trucks comprising a spring cap having spaced upright shoes provided with guideways in their outer faces adapted to slidably receive the columns of a truck side member, said shoes defining a bolster receiving seat between them, and the top of the cap between the shoes having a portion that interlocks with the bolster.
3. The combination with a side member having spaced columns, of a bolster extending between the columns, and a cap member located beneath the bolster and interlocked with the under side thereof, said cap having upstanding guide shoes interposed between the bolster and columns and having guideways that slidably receive said columns.
4. A column guide for trucks comprising a spring cap having separate sections, each section having a bolster guide, and a portion on its top that is adapted to interlock with the under side of a bolster placed thereupon.
5. A column guide for trucks comprising a spring cap

having separate sections, each section having an upstanding guide shoe at its outer end, and a portion of its top that is adapted to interlock with the under side of a bolster placed thereupon.

6. The combination with a truck side member having spaced columns, of a bolster extending between the columns, a shoe comprising sections located beneath and interlocked with the under side of the bolster, said sections having guide shoes at their outer ends that slidably engage the columns, said sections furthermore constituting a spring cap.

7. A column guide for trucks comprising sections having upstanding shoes provided with column receiving guideways in their outer faces, the portions between the shoes constituting a bolster seat and the under sides of said sections having spring seats, each section being provided on its top with means to interlock with the under side of the bolster.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

WILSON E. SYMONS.

Witnesses:

E. M. HADLEY,

J. J. MCCARTHY.