No. 870,647. PATENTED NOV. 12, 1907.

C. S. SHALLENBERGER.

CAR TRUCK.

APPLICATION FILED AUG. 12, 1907.

2 SHEETS—SHEET 1.

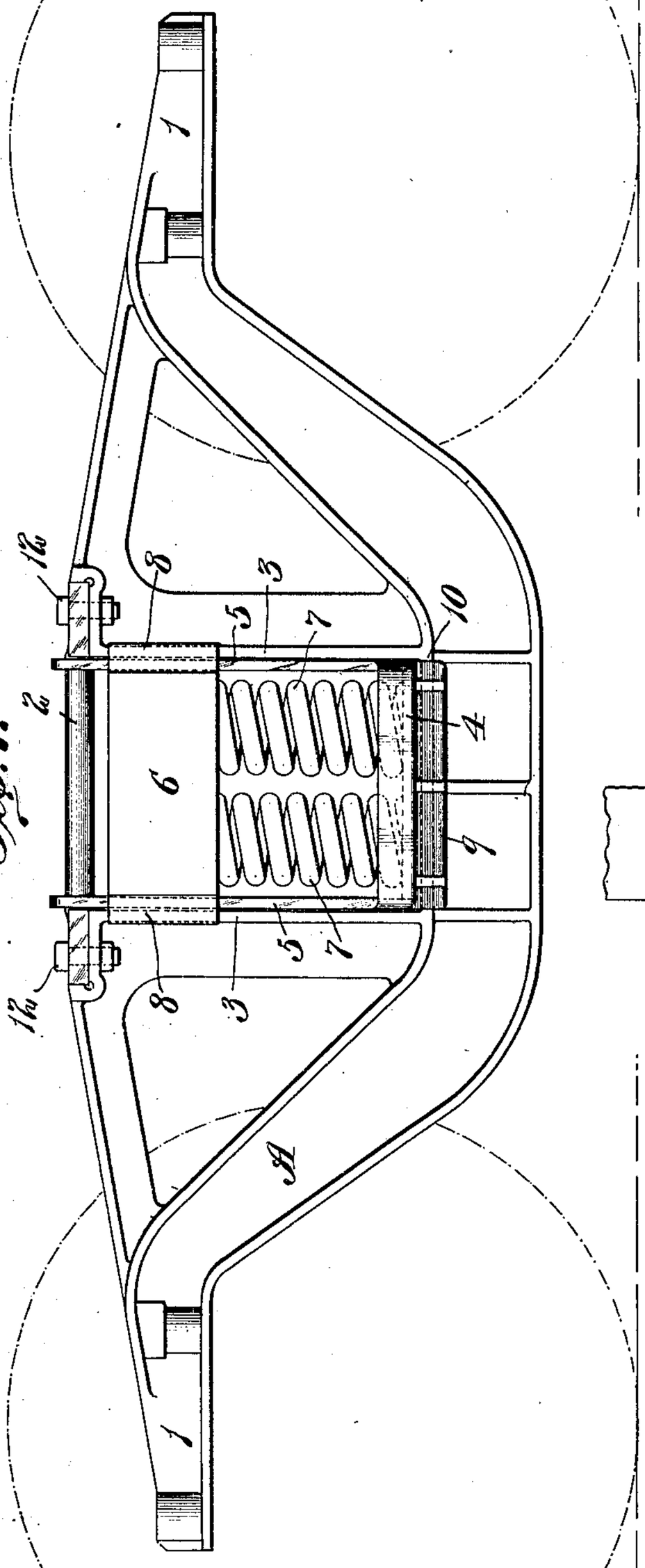

Fig. 1.

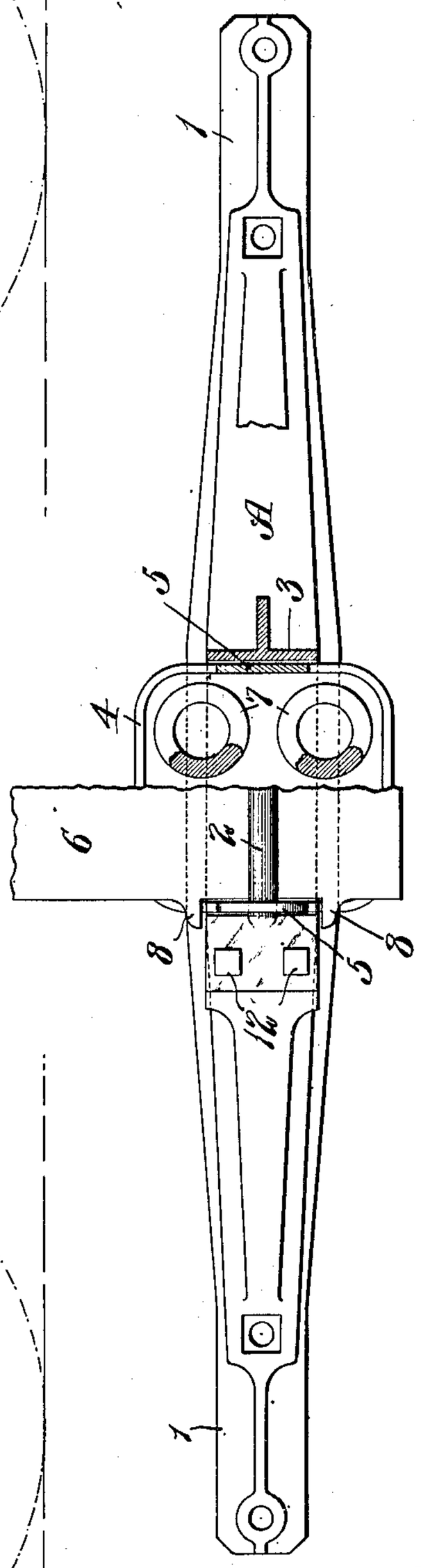

Fig. 2.

Witnesses:
Geo. R. Gadson
Wells L. Church.

Inventor:
Charles S. Shallenberger.
By Bakewell & Cornwall
Attys.

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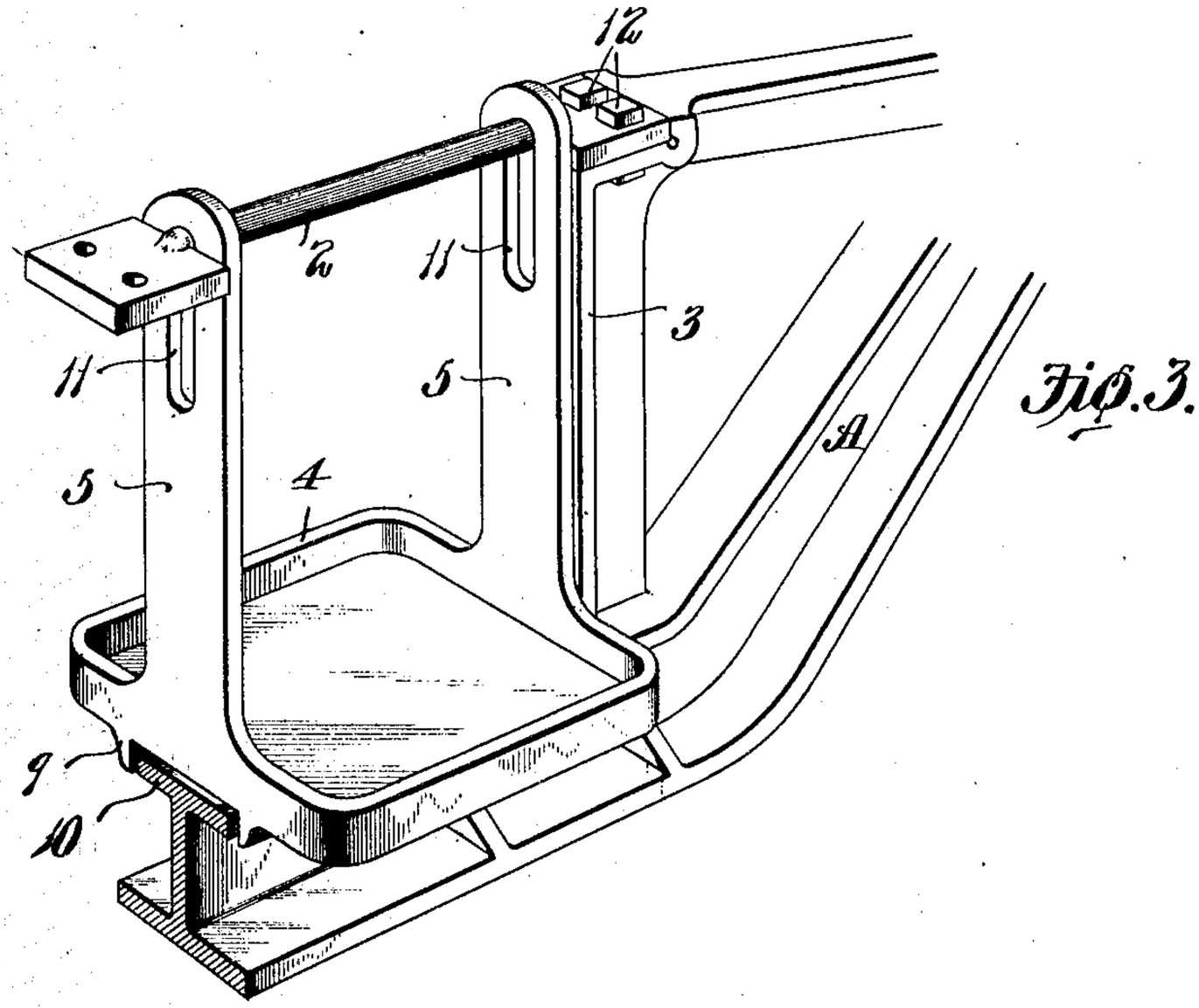
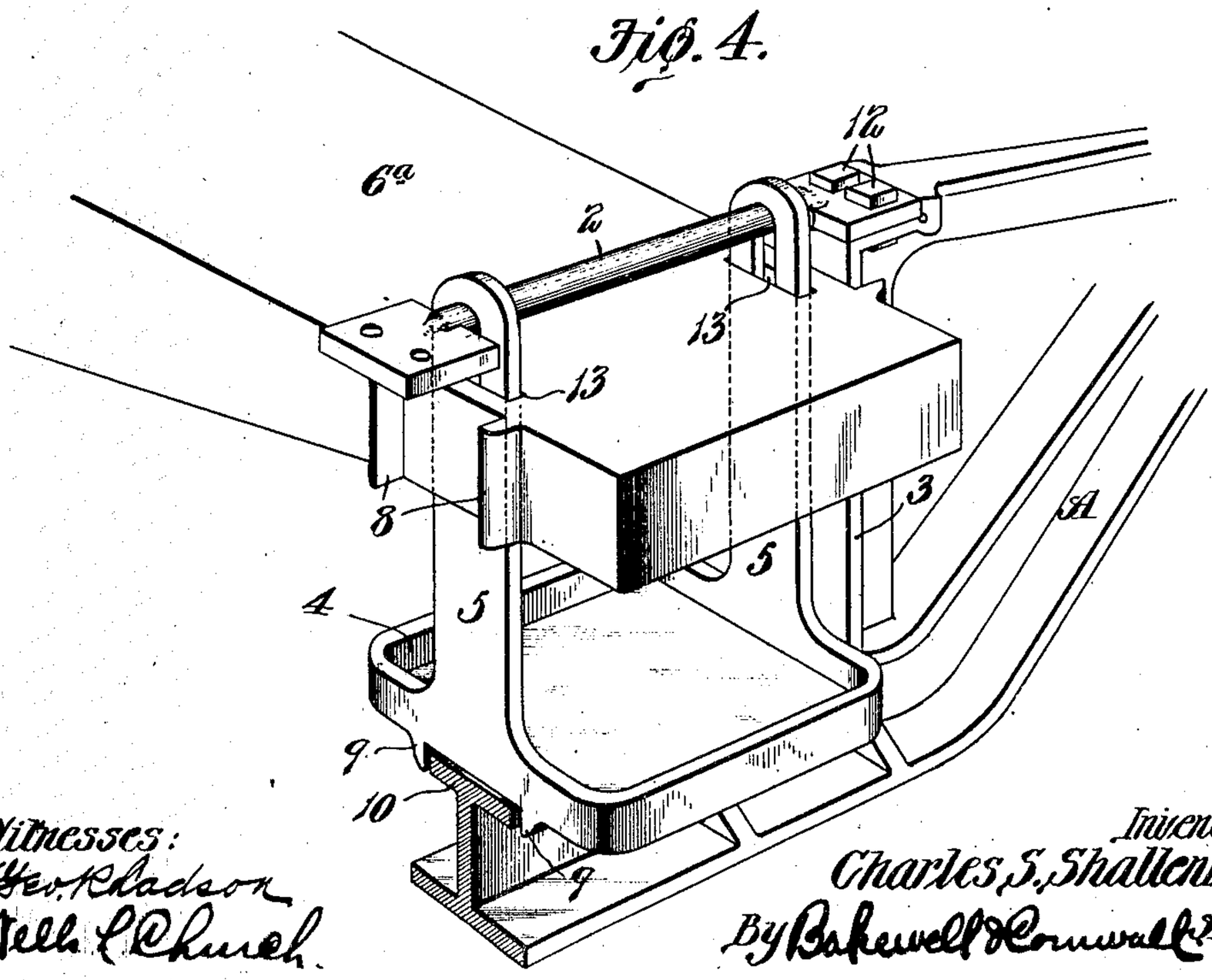


Fig. 3.

Fig. 4.



Witnesses:
Geo. Gladson
Nelle L. Church.

Inventor,
Charles S. Shallenberger.
By Bakewell & Cornwall Attys

UNITED STATES PATENT OFFICE.

CHARLES S. SHALLENBERGER, OF ST. LOUIS, MISSOURI.

CAR-TRUCK.

No. 870,647. Specification of Letters Patent. Patented Nov. 12, 1907.

Application filed August 12, 1907. Serial No. 388,202.

To all whom it may concern.

Be it known that I, CHARLES S. SHALLENBERGER, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Improvement in Car-Trucks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view of a car truck embodying the features of my invention, the journal boxes and tie bars being omitted; Fig. 2 is a plan view, partly in section; Fig. 3 is a detail view illustrating the spring seat and its supporting member; and Fig. 4 is a view similar to Fig. 3 illustrating a slightly modified form.

This invention relates to new and useful improvements in car trucks and particularly to that class of trucks having a swing bolster.

The object of my invention is to provide a swing-motion truck having its parts so constructed and arranged that they may be very easily assembled or removed.

In the accompanying drawings, A indicates the truck side frame which is preferably a casting having extensions 1 at its ends which are adapted to rest on the journal boxes. I do not deem it necessary to illustrate the journal boxes or tie bars as they form no part of this invention and may be of any well known design.

The central portion of the truck side is provided with a recess that is normally closed at its top by a removable compression member 2. This removable compression member is preferably located in an enlarged portion of the recess as shown in Figs. 1 and 3. Columns 3, which are preferably integral with the truck side, form the sides of the recess just mentioned and serve as supports for the compression member 2.

4 is a spring seat having upwardly extending arms 5 that are pivoted at their upper ends to the removable compression member 2, said arms being arranged between the columns 3 and the bolster 6. The arms 5 are herein shown integral with the spring seat, but if desired they may be pivoted thereto. Springs 7 for supporting the bolster are arranged on the spring seat 4.

The bolster is provided with the usual guide lugs 8 which coöperate with the columns and limit the swing-motion of the bolster.

The swing-motion of the spring seats is preferably limited by lugs 9 which are carried by the spring seat and coöperate with a flange 10 on the side frame, as shown in Fig. 3.

The removable compression member is preferably in the form of a bar, circular in cross section at its middle portion, and having flat ends, the upwardly extending arms 5 of the spring seat being provided with slots 11 through which one of these ends is passed in assembling the truck.

Bolts 12 secure the removable member 2 to the side frame, and if these bolts are removed the bolster and spring seat may be lifted out of the recess in the side frame. If it is desired to remove the member 2 from the arms 5, said member is turned one-fourth of a revolution so that its flattened ends will pass through the slots 11.

Fig. 4 illustrates a slightly modified form in which the upwardly extending arms 5 of spring seat 4 pass through slots 13 in the bolster 6^a, and the sides of the bolster are adapted to engage the columns 3.

I am aware that minor changes in the construction, arrangement and combination of the several parts of my device can be made and substituted for those herein shown and described without departing from the nature and principle of my invention.

Having thus described the invention, what is claimed as new and desired to be secured by Letters Patent is:

1. A side frame for car trucks formed with a recess in its upper face and provided with a combined compression member and spring seat support which closes the top of said recess; substantially as described.

2. A cast metal side frame for car trucks formed with a recess in its upper face and provided with a removable spring seat support which extends across said recess and closes the top thereof; substantially as described.

3. A cast metal side frame for car trucks having a recess in its upper face, columns forming the sides of said recess, and a removable spring seat support resting on said columns and closing the top of said recess; substantially as described.

4. A car truck comprising a cast side frame having a recess, a removable compression member spanning said recess, a spring seat arranged within said recess and pivoted to said member, and a bolster yieldingly supported on said spring seat; substantially as described.

5. A car truck comprising a side frame having a recess that is normally closed at its top by a removable compression member, a spring seat pivoted to said member, and a bolster yieldingly supported on said spring seat; substantially as described.

6. A car truck comprising a side frame having a recess, a removable compression member located within and closing the top of said recess, a spring seat pivoted to said compression member, and a bolster yieldingly supported on said spring seat; substantially as described.

7. A car truck comprising a side frame having a recess that is enlarged at its top, a removable compression member located within and closing the top of said recess, a spring seat having upwardly extending arms that are pivoted to said compression member, lugs for limiting the movement of the spring seat, a bolster interposed between said compression member and spring seat, and a spring interposed between the bolster and spring seat; substantially as described.

8. A car truck comprising a side frame, a bar having flattened ends which are secured to the side frame, a spring seat having slotted arms through which said bar passes, and a bolster yieldingly supported on said spring seat; substantially as described.

9. A car truck comprising a bolster having slots adja-

cent its end, a spring seat having upwardly extending arms which pass through said slots, a support for the spring seat arranged above the bolster, and a spring interposed between the bolster and spring seat; substantially as described.

10. In a car truck, side frames, springs, spring seats supported by removable members, said spring seat supports being rigidly secured to the side frames, a bolster having its end portions interposed between said springs and spring seat supports, and means for limiting the movement of said bolster and spring seats; substantially as described.

11. In a car truck, cast metal side frames each of which is formed with a recess in its upper face, spring seat supports extending across said recesses, spring seats pivoted to said supports, a bolster, springs interposed between the bolster and spring seats, and means for limiting the movement of said bolster and spring seats; substantially as described.

12. In a car truck, cast metal side frames each of which is formed with a recess in its upper face, removable spring seat supports extending across said recesses, spring seats pivoted to said supports, a bolster, springs interposed between the bolster and spring seats, and means for limiting the movement of said bolster and spring seats; substantially as described.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this eighth day of August 1907.

CHARLES S. SHALLENBERGER.

Witnesses:
F. R. CORNWALL,
LENORE WILSON.