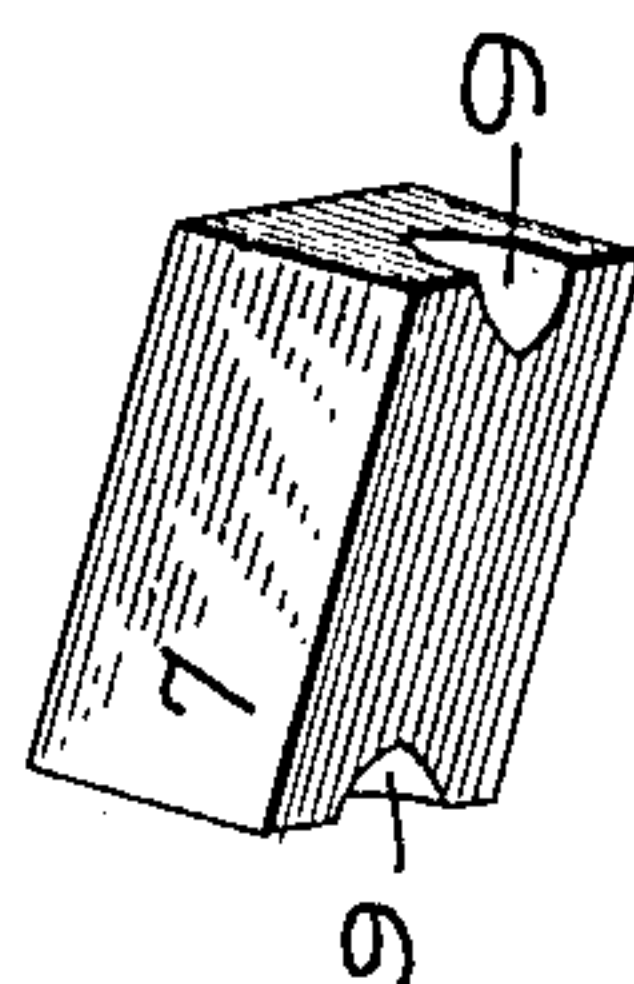
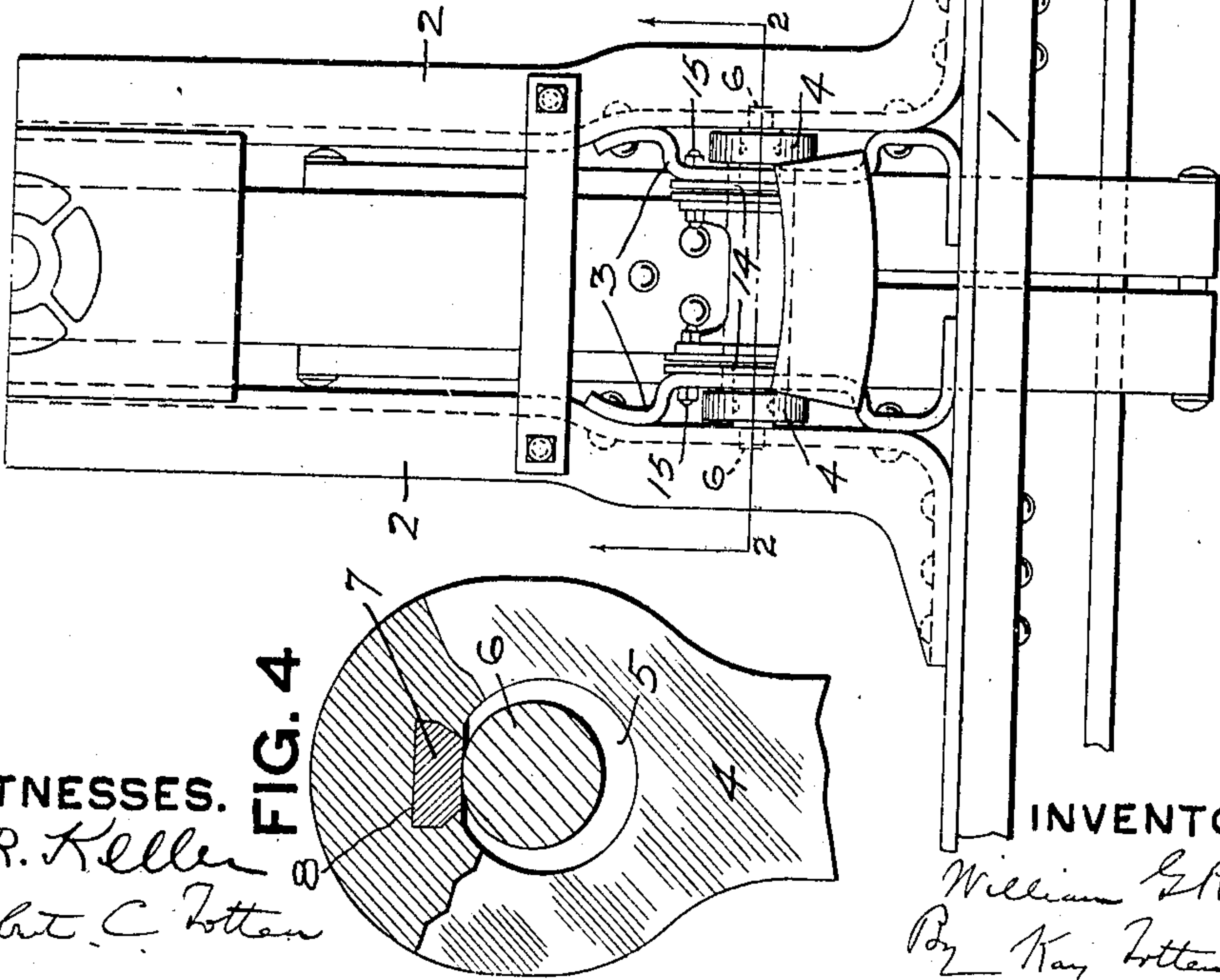
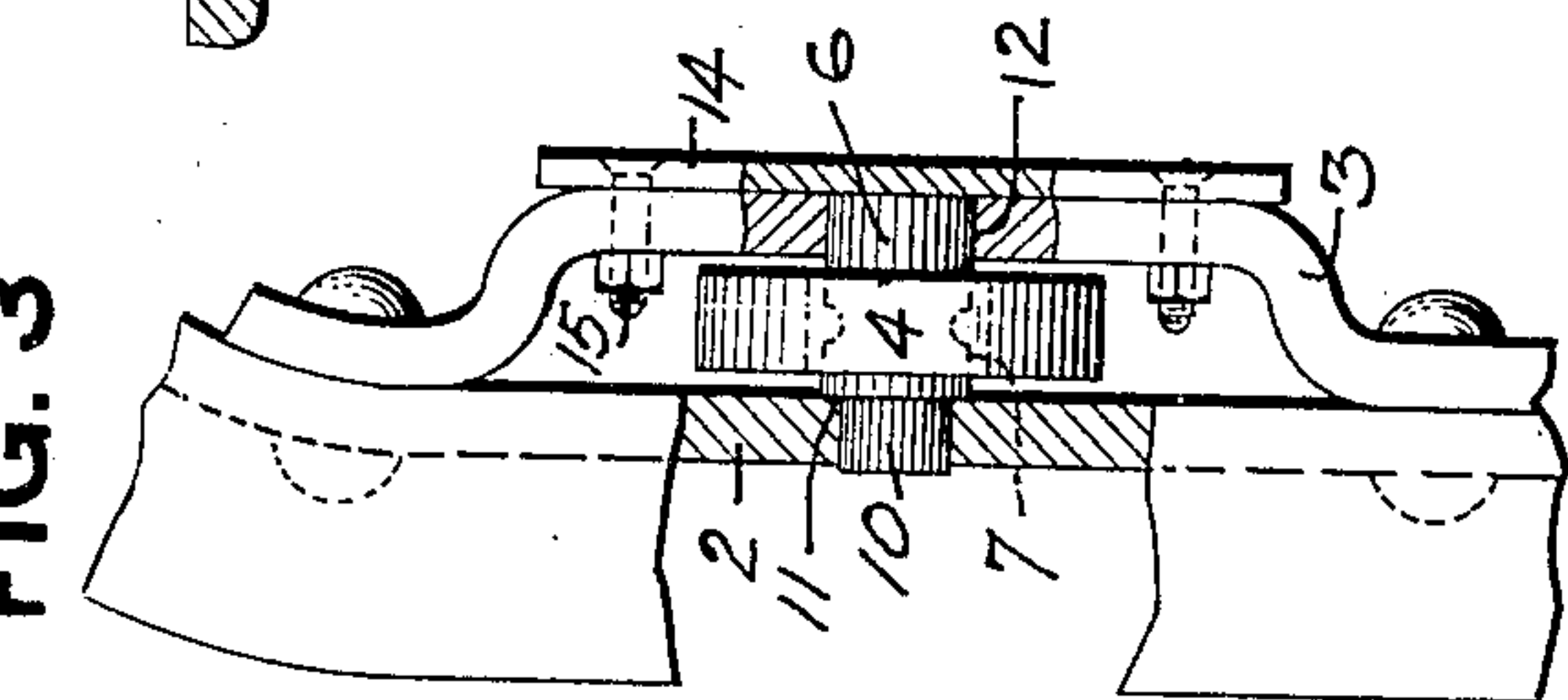
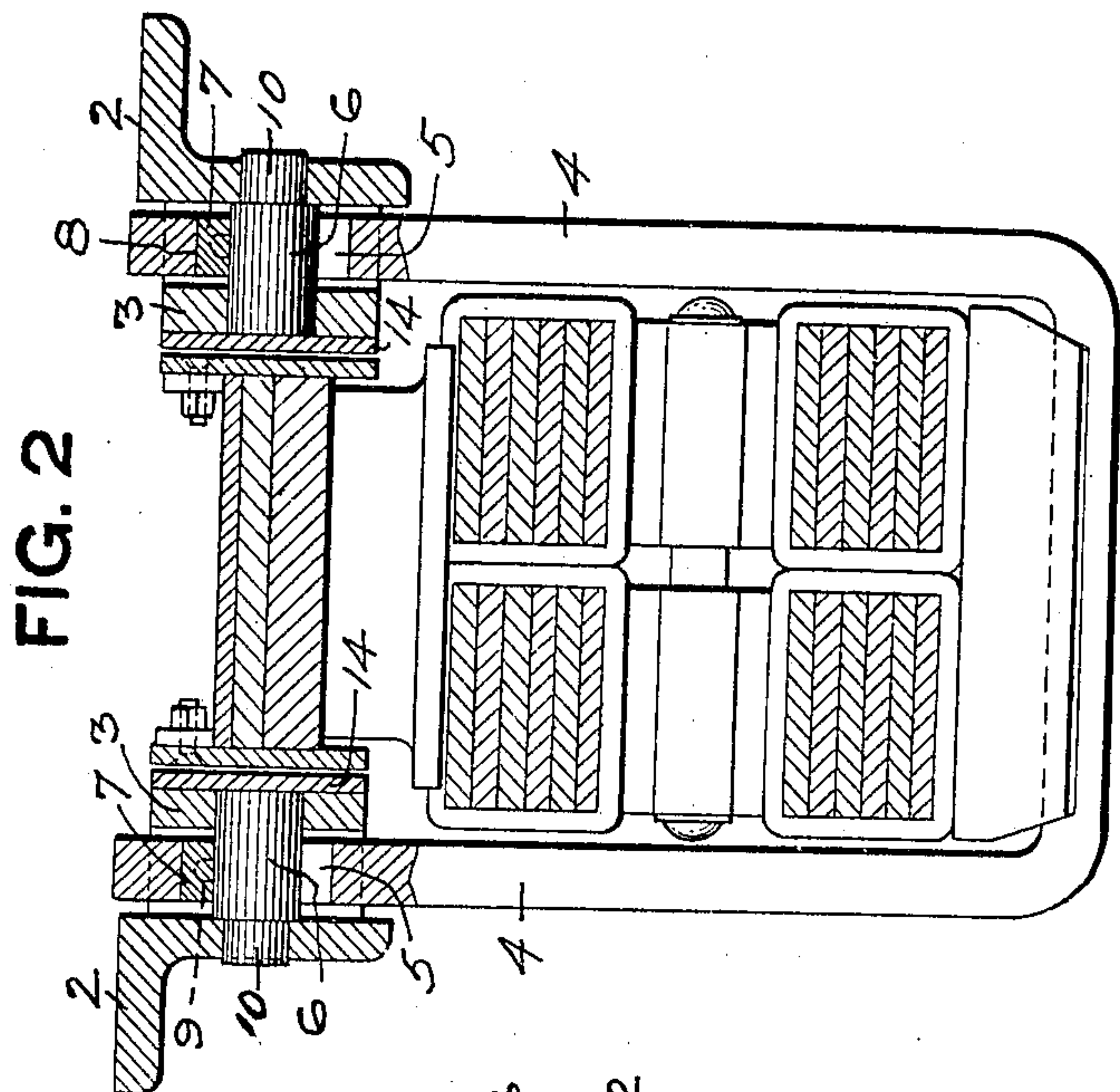


No. 881,949.

PATENTED MAR. 17, 1908.

W. G. PRICE.  
TRUCK BOLSTER HANGER.  
APPLICATION FILED AUG. 20, 1906.



WITNESSES.  
J. R. Keller  
Robert C. Zotten

FIG. 4

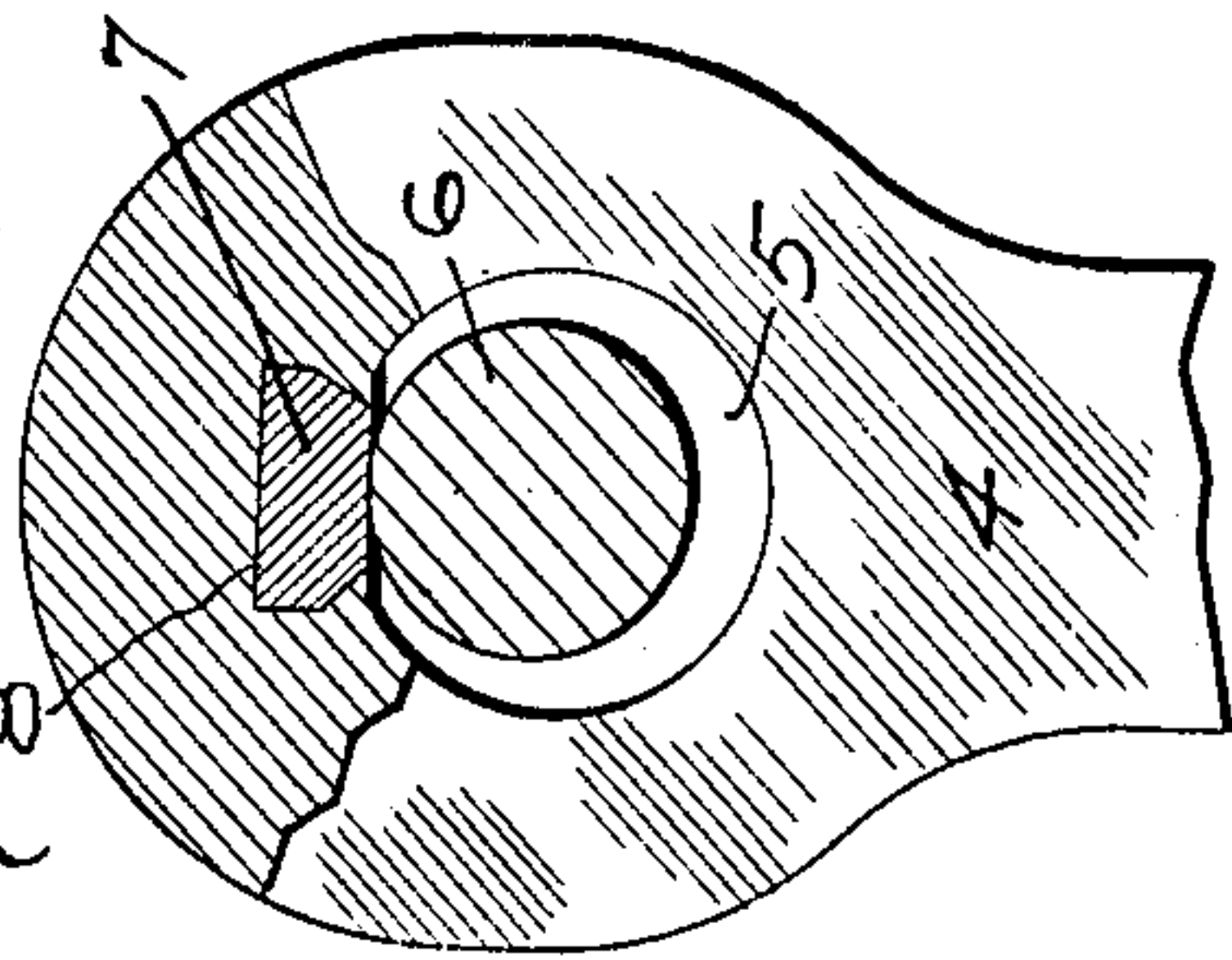


FIG. 1

INVENTOR.

William G. Price  
By Kay Zotten & Winter  
attorneys



# UNITED STATES PATENT OFFICE.

WILLIAM GUNN PRICE, OF NEW CASTLE, PENNSYLVANIA.

## TRUCK-BOLSTER HANGER.

No. 881,949.

Specification of Letters Patent.

Patented March 17, 1908.

Application filed August 20, 1906. Serial No. 331,349.

*To all whom it may concern:*

Be it known that I, WILLIAM GUNN PRICE, a resident of New Castle, in the county of Lawrence and State of Pennsylvania, have invented a new and useful Improvement in Truck-Bolster Hangers; and I do hereby declare the following to be a full, clear, and exact description thereof.

This invention relates to bolster hangers for swing bolster trucks, and the object of the invention is to provide a construction of bolster hanger wherein the wear that usually takes place is avoided.

The invention consists in the construction and arrangement of parts hereinafter described and claimed.

In the accompanying drawing Figure 1 is a plan view of a portion of a truck frame showing my invention applied thereto; Fig. 2 is a vertical transverse section on the line 2—2, Fig. 1; Fig. 3 is a horizontal section through the transom, bracket and hanger; and Fig. 4 is a vertical section through the upper end of the hanger and pin on a plane parallel to the bolster; Fig. 5 is a perspective view of the wearing block.

My invention can be applied to any swing bolster truck, and consequently the frame of the truck can be varied within wide limits. In the drawings a portion of the truck side frame is shown at 1 and the transoms at 2. The latter are of angle shape in cross section, as shown in Fig. 2. Riveted to the transoms are the hanger brackets 3, which are located inside of the transoms. The hanger is indicated at 4 and this is the usual U-shape or stirrup form having the upper ends of its limbs provided with eyes or holes 5 embracing the pins 6 which are fixed in the transoms and hanger bracket.

One feature of my improvement consists in the fact that the eyes or holes 5 are much larger, and especially much wider than the pins 6, as shown in Fig. 4. Consequently the hanger bears on the pins only at the upper edges of the eyes. The result is that the hanger has a rocking or rolling motion on the pin, whereas with old constructions wherein the eye is substantially the same size as the pin the eye necessarily had a sliding movement circumferentially around the pin as the hanger swung. The old construction subjected both the pin and the hanger to excessive wear which soon loosened and weakened the parts. This is avoided by having the eye so much larger than the pin that contact

is only had at a point, or on a line lengthwise of the pin.

Another feature of the invention consists in providing a hard wearing block or saddle 7 fixed in a recess 8 formed in the hanger at the eye 5, this saddle or seat resting upon the pin 6 which also is preferably of hard steel. The saddle 7 may be secured in place by any suitable means. As shown, said saddle is provided on its sides with recesses or depressions 9, into which the metal of the hanger is forced by means of a punch or the like, thus holding the saddle firmly in place. This saddle preferably will have a flat lower face, or at least one which is only slightly rounded so that contact with the pin 6 is only at a point, or a line, thus giving a more effective rocking movement and most effectively reducing wear.

The pin 6 may be held against displacement by any suitable means, but as shown in the drawing said pin is provided with a reduced end portion 10 which enters a hole in the transom with the shoulder 11 of the pin abutting against the inner face of the transom. The outer end of the pin is seated in a hole 12 in the hanger bracket 3. The usual hanger bracket wear plate 14 is secured to the hanger bracket and covers the inner end of the pin 6, thus keeping the same from displacement. This wear plate may be secured in place by any suitable means, such as the bolts 15 passing through the same and through the hanger bracket.

The construction described is very simple and most effectively reduces wear at the pivotal point of the hangers, so that there is not the danger of weakening and loosening the parts as with the old form of truck swing bolster hanger.

What I claim is:

1. In a truck, the combination of a frame, and bolster hangers pivotally suspended from the frame, the pivotal joints comprising pins and eyes constructed to contact on a line only and the eyes being wider than the pins, thereby producing a rocking movement one on the other.

2. In a truck, the combination of a frame, and a bolster hanger pivotally suspended from the frame, the pivotal joints comprising pins supported by the frame and having rounded upper faces and eyes wider than the pins and having substantially flat seats bearing on the rounded faces of said pins.

3. In a truck, the combination of tran-



soms, hanger brackets secured thereto, bolster hangers provided with eyes, pins passing through openings in the hanger brackets and the eyes of the hangers and having reduced ends projecting into the transoms, and wear plates secured to the brackets and covering the ends of the pins.

4. In a truck, the combination of a frame, and a bolster hanger pivotally suspended from the frame, the pivotal joints of the hanger comprising eyes provided with hardened saddle pieces and hardened pins.

5. In a truck, the combination of the frame, bolster hangers pivotally suspended from the frame, the pivotal joints of the hanger comprising eyes and pins, said eyes being much larger than the pins, and hardened saddle pieces in the eyes and resting on the pins.

6. In a truck, the combination of the frame, a bolster hanger or stirrup provided with eyes at its upper end, hardened saddle blocks fitting in said eyes at their upper por-

tions and provided with substantially flat lower faces, and hardened pins of much less diameter than the eyes and passing through the same and into the frame.

7. In a truck, the combination of transoms, hanger brackets secured thereto, a bolster hanger or stirrup having its upper ends lying between the transoms and brackets and provided with eyes, wear blocks fitted in said hanger at the upper edges of the eyes, pins of less diameter than the eyes and passing through holes in the brackets and through the eyes and having reduced ends passing into holes in the transoms, and wear plates secured to the brackets and covering the ends of said pins.

In testimony whereof, I the said WILLIAM G. PRICE have hereunto set my hand.

WILLIAM GUNN PRICE.

Witnesses:

ROBERT C. TOTTEN,  
J. R. KELLER.