No. 897,912. PATENTED SEPT. 8, 1908.

W. D. LOWRY.

SWING MOTION CAR TRUCK.

APPLICATION FILED MAR. 9, 1908.

2 SHEETS—SHEET 1.

Fig. I.

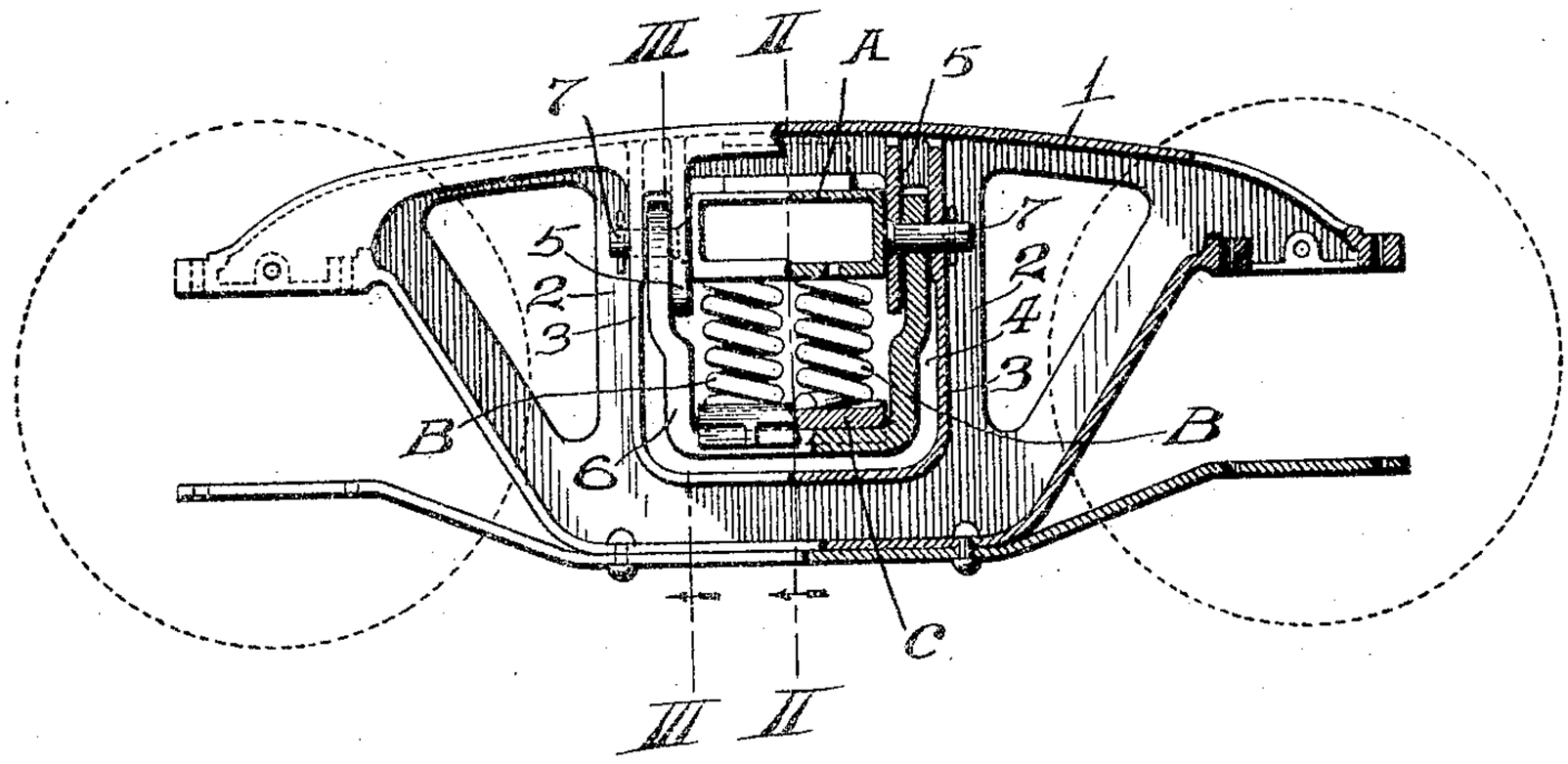


Fig. II.

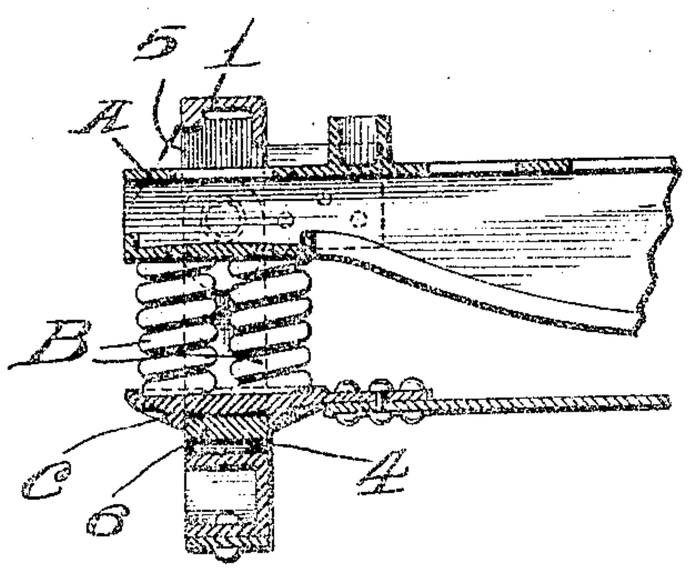


Fig. III.

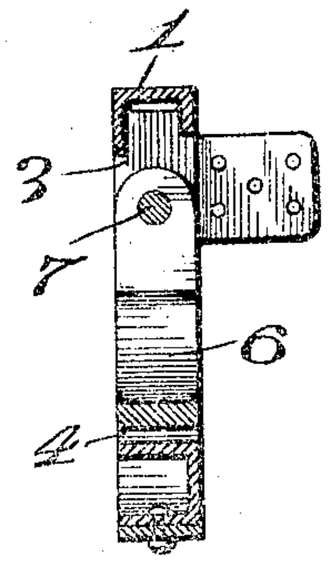
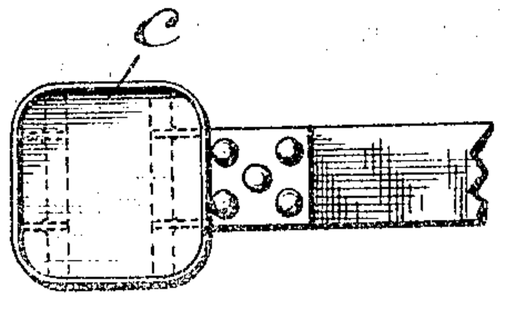


Fig. IV.



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2 SHEETS—SHEET 2.

Fig. V.

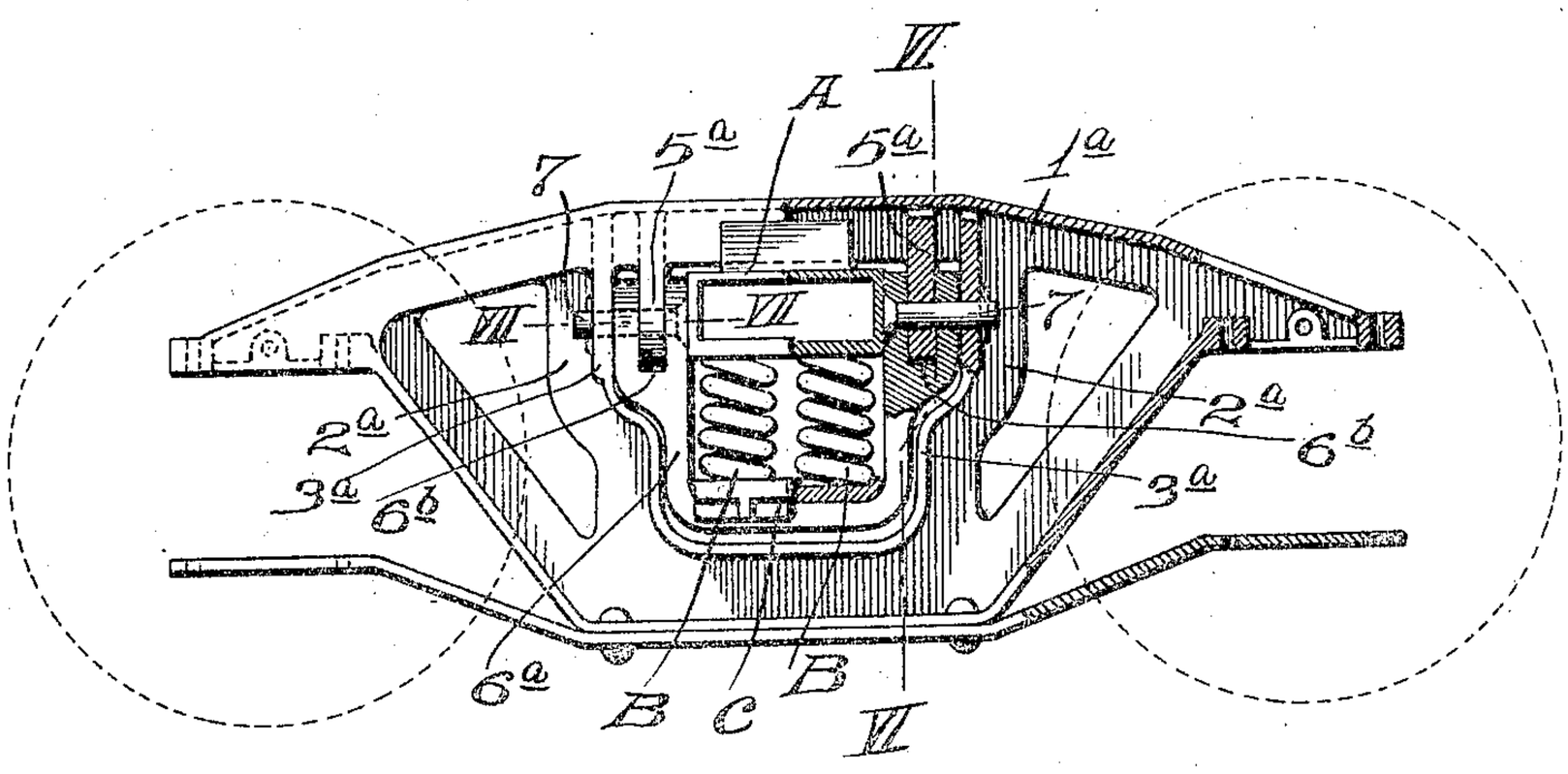


Fig. VI.

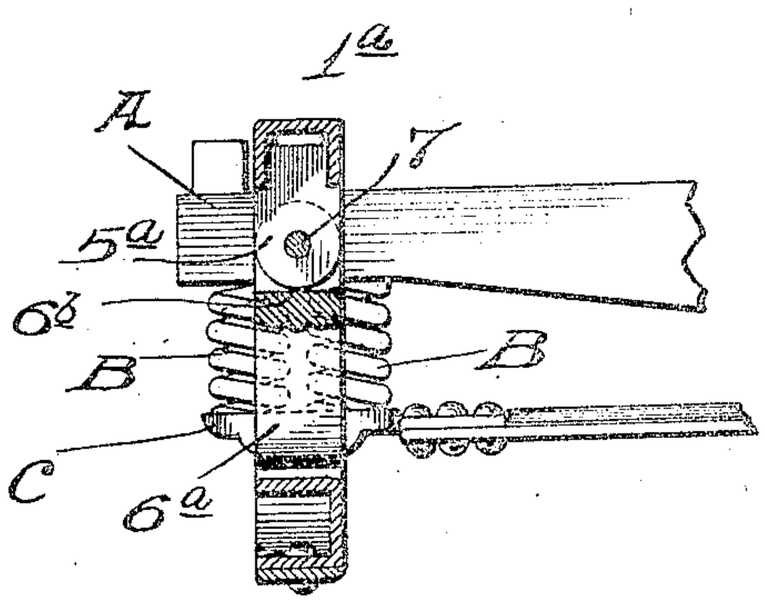
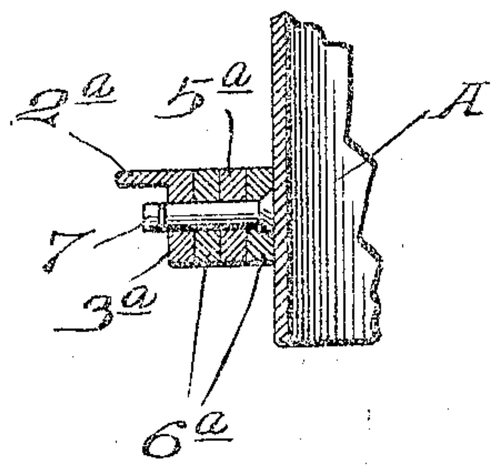


Fig. VII.



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UNITED STATES PATENT OFFICE.

WILLIAM D. LOWRY, OF ST. LOUIS, MISSOURI.

SWING-MOTION CAR-TRUCK.

No. 897,912. Specification of Letters Patent. Patented Sept. 8, 1908.

Application filed March 9, 1908. Serial No. 419,810.

To all whom it may concern:

Be it known that I, WILLIAM D. LOWRY, a citizen of the United States of America, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Swing-Motion 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 an improvement in swing motion car trucks and it has for its object the production of a truck of this character in which provision is made for a high degree of strength in the attachment of the spring seat hangers to the side frames of the truck.

Figure I is a view partly in side elevation and partly in vertical section of a side of my truck. Fig. II is a vertical cross section taken on line II—II, Fig. I. Fig. III is a vertical cross section taken on line III—III, Fig. I. Fig. IV is a top or plan view of one of the spring seats and a fragment of the connecting bar that unites the spring seats of two side frames. Fig. V is a view similar to Fig. I illustrating a modification. Fig. VI is a vertical cross section taken on line VI—VI, Fig. V. Fig. VII is a horizontal section taken on line VII—VII, Fig. V.

Referring first to Figs. I to IV inclusive, in the accompanying drawings: 1 designates one of the side frames of my car truck which is provided with columns 2 having side flanges 3. Between the columns 2 is a pocket 4 that is adapted to be occupied by the bolster A, the bolster supporting springs B, the spring seat C and the swinging hanger, the latter of which is to be hereinafter more particularly referred to. 5 designates supporting legs cast integral with and that depend from the top of the side frame into the pocket 4 and which occupy positions parallel with but spaced apart from the column flanges 3. 6 is the bolster supporting hanger positioned in the pocket 4. This hanger is of U-shape and its arms are loosely positioned between the column flanges 3 and the supporting legs 5, in which position they are swingingly upheld by bolts or pins 7 that pass through the legs 5 and the column flanges 3, the heads of the bolts being preferably countersunk into the supporting legs as seen in Fig. I, in order that they will not interfere with the vertical movement of the bolster which is positioned between said legs.

It will be seen that by the described construction, I provide a plurality of supports for the pivots upon which the hanger 6 is mounted for swinging motion and all of which are cast integral with the truck side frame and then, as a consequence, the hanger is very strongly supported and the possibility of breakage of the supports is reduced to a minimum.

In Figs. V to VII inclusive I have shown a modification in which the truck side frame 1^a has cast integral therewith the columns 2^a, their flanges 3^a and also the supporting legs 5^a similar to the corresponding parts hereinbefore described. The construction of this modification differs, however, in that the swing motion hanger 6^a has its arms bifurcated, as seen at 6^b in order that they will straddle the supporting arms 5^a instead of being interposed only between the column flanges and supporting legs of the side frame.

I claim:

1. In a swing motion car truck, a side frame provided with a bolster receiving pocket and having a plurality of hanger supporting members at each side of said pocket cast integral with the frame, a swing motion hanger having its arms located between the supporting members at each side of said pocket, and means removably mounted in said hanger supporting members whereby said hanger is pivotally supported, substantially as set forth.

2. In a swing motion car truck, the combination of a side frame provided with columns at the sides, of a bolster receiving pocket, and legs integral with the frame and depending into said pocket and parallel with said columns, a hanger having its arms interposed between said columns and legs, and means mounted in said columns and legs for pivotally supporting said hanger, substantially as set forth.

3. In a swing motion car truck, the combination of a side frame provided with columns at the sides, of a bolster receiving pocket provided with flanges and legs integral with the frame and depending into said pocket and parallel with said flanges, a hanger having its arms interposed between said flanges and legs, and means mounted in said flanges and legs for pivotally supporting said hanger, substantially as set forth.

WM. D. LOWRY.

In presence of—
BLANCHE HOGAN,
HOWARD G. COOK.