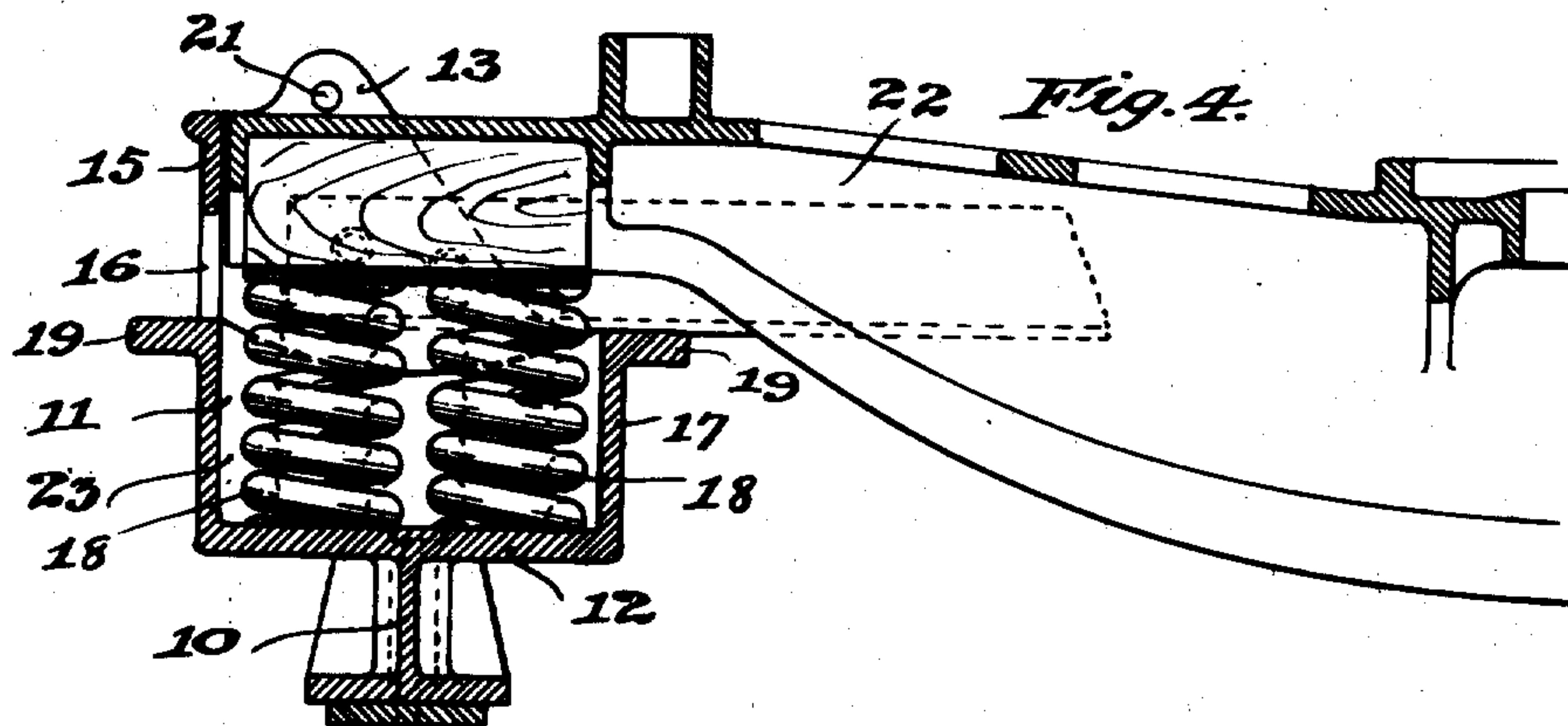
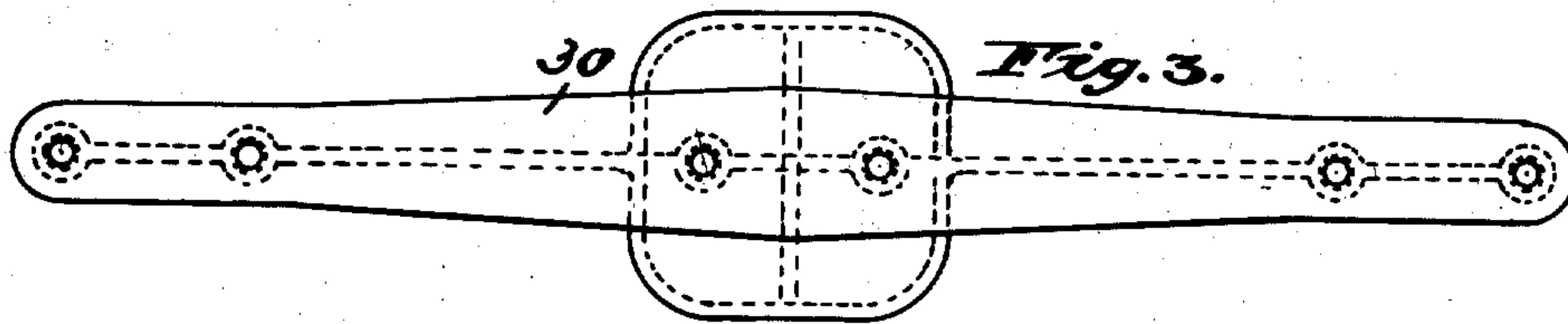
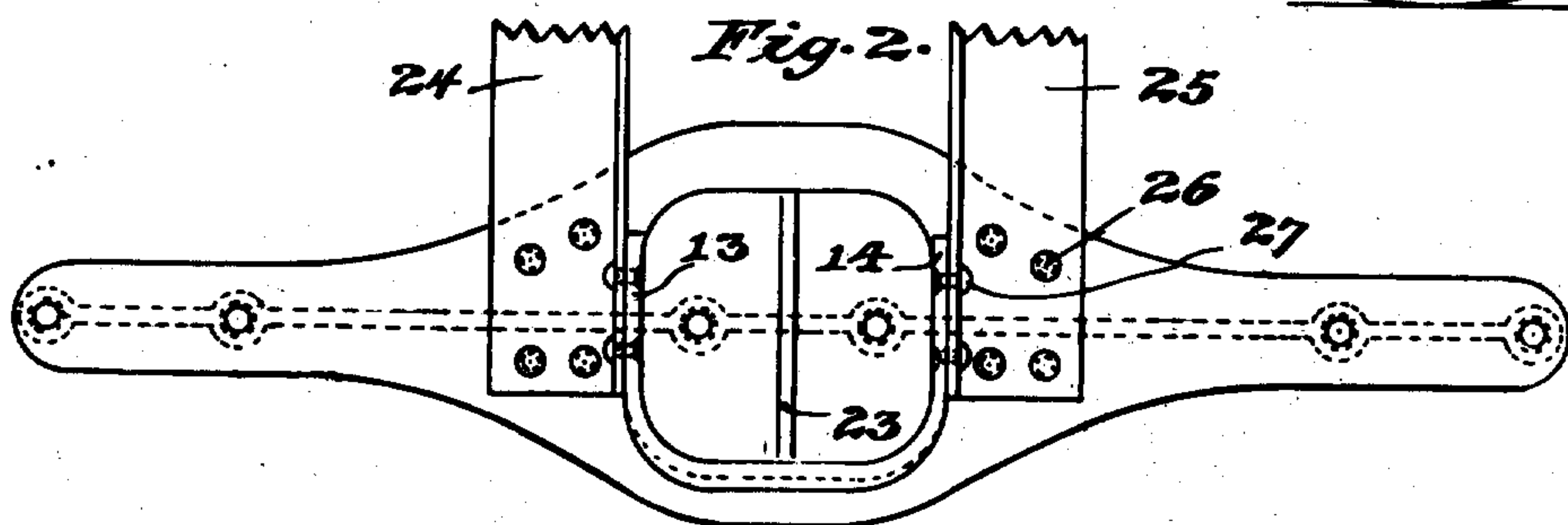
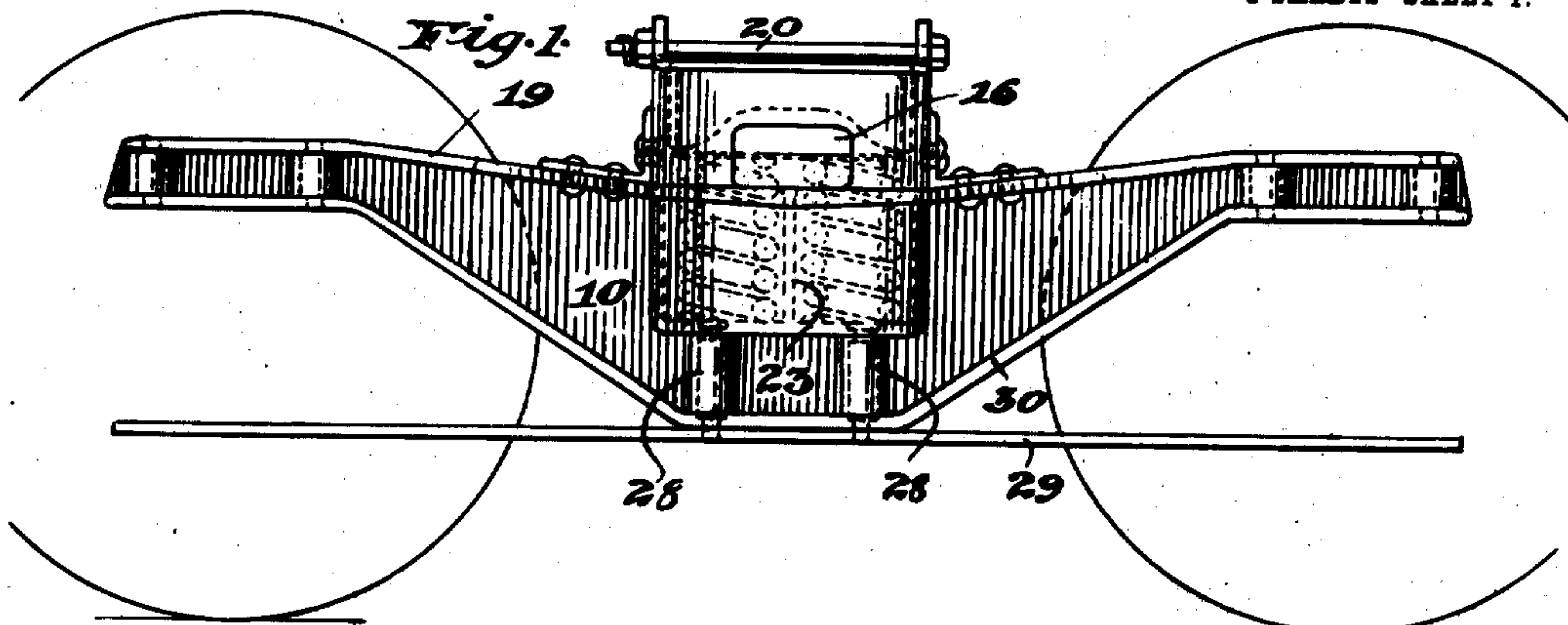


903,556.

G. G. FLOYD.
TRUCK FOR RAILWAY CARS.
APPLICATION FILED SEPT. 24, 1906.

Patented Nov. 10, 1908.
2 SHEETS—SHEET 1.



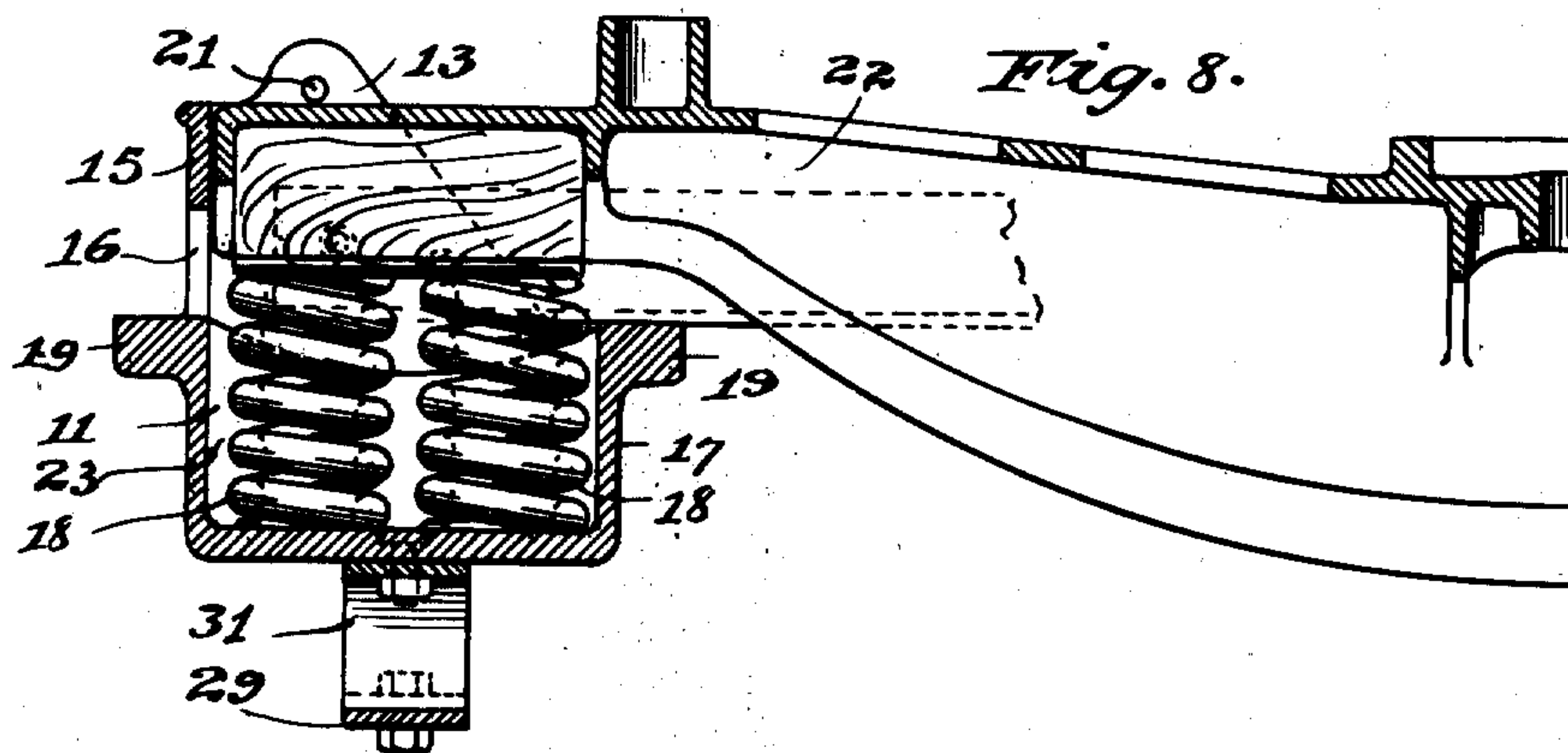
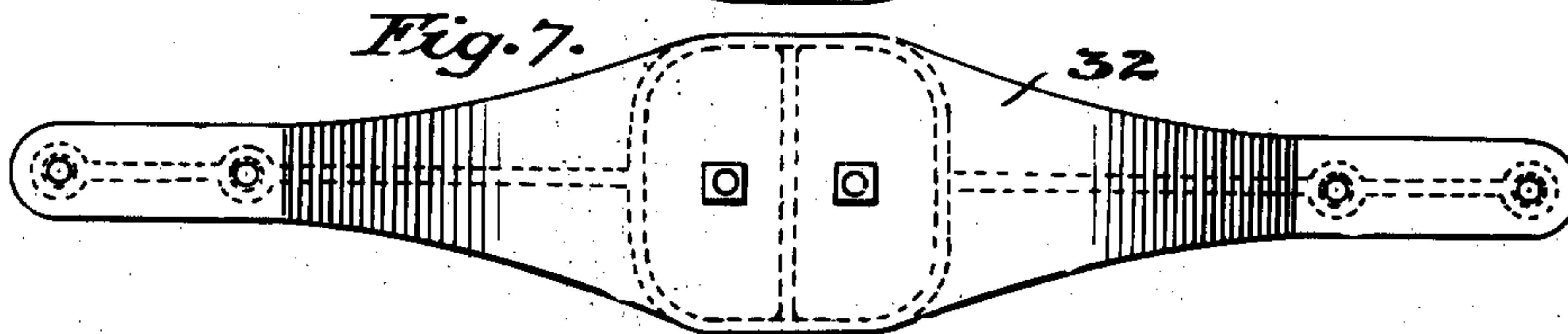
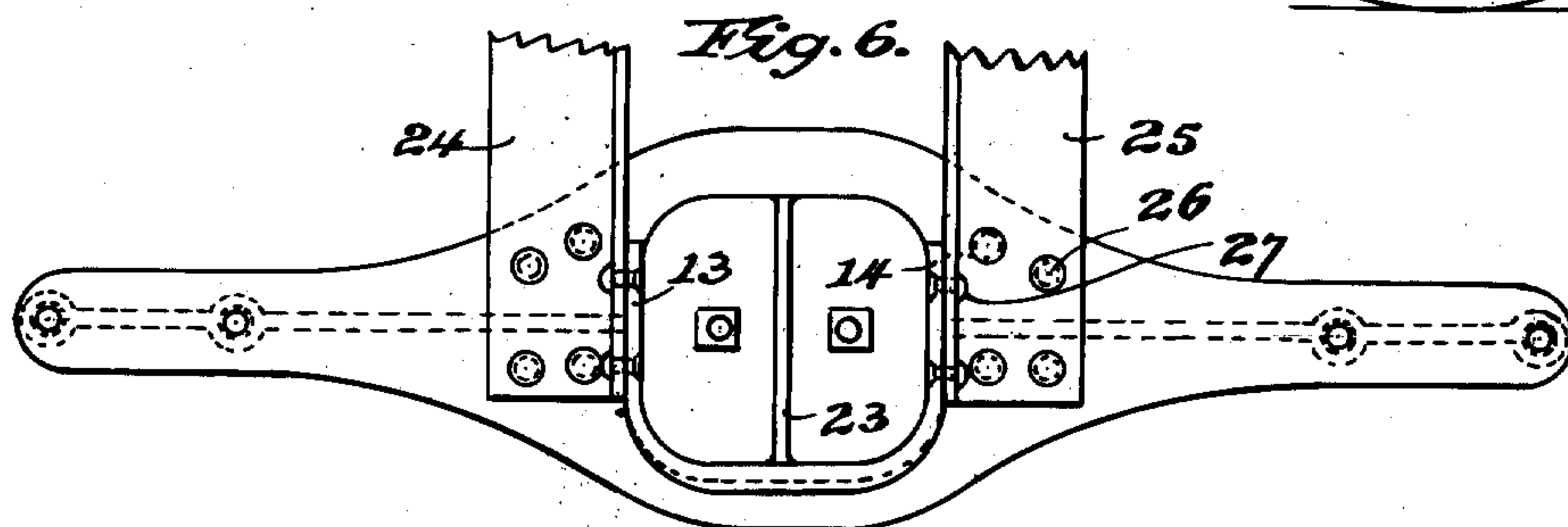
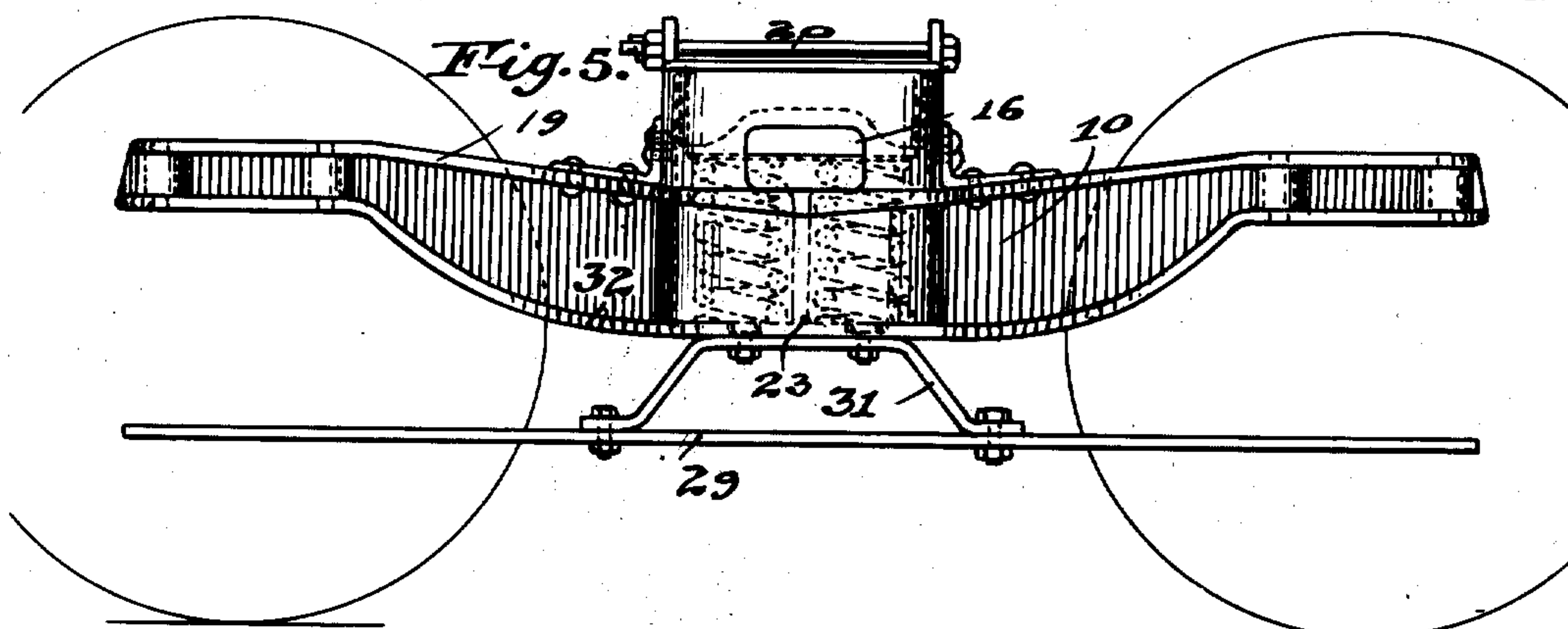
Witnesses,
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

GEORGE G. FLOYD, OF GRANITE, ILLINOIS, ASSIGNOR TO AMERICAN STEEL FOUNDRIES,
OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

TRUCK FOR RAILWAY-CARS.

No. 903,556.

Specification of Letters Patent.

Patented Nov. 10, 1908.

Application filed September 24, 1906. Serial No. 335,921.

To all whom it may concern:

Be it known that I, GEORGE G. FLOYD, a citizen of the United States, residing at Granite, in the county of Madison and State of Illinois, have invented certain new and useful Improvements in Trucks of Railway-Cars, of which the following is a specification.

My invention concerns car truck side frames and bolsters and pertains particularly to a construction of spring pocket on the frame which neatly houses or incases the bolster springs, the structure permitting the bolster to be removed with facility when desired. Each side frame is provided with such a spring pocket which has a flat horizontal bottom, upstanding inner and outer side walls, and vertical end walls, the inner side wall being of less height than the outer side and end walls to permit an end of the bolster to extend over and rest upon the springs, terminating just inside of the upper portion of the outer wall which prevents outward longitudinal movement of the bolster, while the end walls of the pocket guide the bolster in its up and down adjustment outward longitudinal movement of the bolster and side frame and to tie together the top portions of the pocket end walls, I connect these walls together with a removable bolt passing over the top bolster. The bottom portion of the spring pocket is divided into two compartments or chambers by a transverse web joining the inner and outer side walls. The vertical plate or main beam portion of the bolster is also provided along its top edge with a marginal flange encircling the spring pocket, and angle transoms or transverse beams are connected to the side frames by means of rivets fastening the legs or flanges to the top marginal flange of the frame and to the end walls of the spring and bolster pocket.

In the accompanying drawings I have illustrated two desirable embodiments of my invention, and in these drawings like reference characters refer to the same parts throughout.

Figure 1 is a side elevation of one form of my improved truck side frame; Fig. 2 is a plan view of the side frame, the bolster and bolster springs being omitted; Fig. 3 is an inverted plan view of the side frame; Fig. 4 is a longitudinal central section through the bolster and transversely of the truck side

frame; Fig. 5 is a side elevation of a modified form of truck side frame; Fig. 6 is a plan view of the same with the bolster and springs omitted; Fig. 7 is an inverted plan view of the structure shown in Figs. 5 and 6; and Fig. 8 is a section through the bolster and side frame.

Referring first to Figs. 1, 2, 3 and 4, the side frame includes a bellied vertical plate or web 10, the top surface of which is somewhat depressed and which is provided centrally with a spring pocket 11 having a flat horizontal bottom 12 extending laterally on opposite sides of the plate or web 10, the pocket also having vertical end walls 13 and 14. The outer edges of bottom 12 and end walls 13 and 14 are connected by a vertical web or outer side wall 15 apertured at 16 for a reduction of weight, while the inner edges of the bottom and end walls are joined together by a web or inner side wall 17 of less height than the wall 15 to permit the bolster to pass thereover and rest on the tops of springs 18 seated in the pocket. The plate or web 10 is provided along its top edge and extending from both sides thereof with a substantially horizontal flange 19 which is widened at its central part so as to extend around or encircle the pocket at or near the top of the inner side wall 17. In order to tie together the walls 13 and 14 and to maintain the bolster in place, I pass a bolt 20 through apertures 21 in ears integral with the end walls and projecting above the top surface of bolster 22. To divide the spring pocket into halves and connect the inner and outer walls 15 and 17 there is provided a web 23.

I prefer to use angle transoms for the truck and employ a pair of such bars 24 and 25 whose legs or flanges are riveted at 26 and 27 to flange 19 and to one of the end walls 13 or 14. Below pocket 11 plate or web 10 has enlargements or bosses 28 which are apertured to allow bolts or the like to pass therethrough and hold in place a pedestal tie-bar 29 against the bottom marginal flange 30 of web 10.

The construction shown in Figs. 5, 6, 7 and 8 is much like that illustrated in the other figures with the difference that the side frame is somewhat shallower or less bellied and is connected to the pedestal tie-bar by a bent iron bar or bracket 31 bolted to the tie-bar and to the main body of the

side frame. In this form of my device, however, the bottom flange 32 is widened considerably at its central portion below the spring pocket, but in other respects this construction is substantially like that shown in the other figures.

It will be apparent that longitudinal movement of the bolster is prevented by the upper portions of the outer sides 15 of the spring pockets while the end walls 13 and 14 of the pockets guide the bolster in its vertical movements. By removing bolt 20 the bolster and side frame may be readily separated and again replaced, after which the bolt 20 is secured in place.

Preferably the side frame is made of cast steel with all the parts integral though my invention is not limited to such a construction since the frame may be built up of parts if desired.

I claim:

1. A car truck side frame having a spring pocket substantially transversely symmetrical with respect to said side frame, and having an outer side wall with which the end of a bolster adapted to extend over said pocket may contact to prevent outward longitudinal movement thereof, substantially as described.

2. In a railway car truck, the combination of a side frame having a spring pocket substantially transversely symmetrical with respect to said side frame, said pocket having inner and outer side walls, of which the former is of less height than the latter, springs in said pocket, and a bolster resting on said springs, the end of said bolster co-acting with said outer side wall to prevent outward longitudinal movement of the bolster, substantially as described.

3. In a railway car truck, the combination of a side frame having a spring pocket substantially transversely symmetrical with respect to said frame, said pocket having an outer side wall, springs in said pocket, and a bolster resting on said springs, the end of said bolster co-acting with said outer side wall to prevent outward longitudinal movement of the bolster, substantially as described.

4. In a railway car truck, the combination of a side frame having a spring pocket with a bottom and upstanding side and end walls, the inner side wall being of less height than the other walls, thereby permitting a bolster to extend over said inner wall, rest upon springs in said pocket, and be prevented from outward longitudinal movement by the outer side wall of the pocket, and a bolt passing through apertures in said end walls above said bolster, substantially as described.

5. In a railway car truck, the combination of a side frame having a vertical plate and a spring pocket with a bottom and upstanding side and end walls, said pocket being substantially transversely symmetrical with respect to said vertical plate, the inner side wall being of less height than the other walls, thereby permitting a bolster to extend over the same and rest on springs in said spring pocket, said vertical plate having a top marginal flange encircling said pocket, substantially as described.

6. In a railway car truck, the combination of a side frame having a spring pocket with a bottom and upstanding side and end walls, the inner side wall being of less height than the other walls, said side frame having a top marginal flange encircling said pocket, and one or more angle transoms whose legs are riveted to said top flange and one of said end walls, substantially as described.

7. A cast metal car truck side frame having a spring pocket with a bottom and upwardly extended side and end walls, the inner side wall being of less height than the other walls, thereby permitting a bolster to extend over the same and rest on springs in said pocket, and a cross web rising from said bottom and connecting the inner and outer walls of said pocket, substantially as described.

8. A railway car truck side frame having a main vertical plate, and a spring pocket with a bottom and inner and outer side walls, said pocket projecting from both sides of said vertical plate, and said inner side wall being of less height than said outer side wall, substantially as described.

9. The herein described improvement in car trucks comprising a single member side frame adapted to rest upon the top of the journal boxes, the middle portion of same being formed as an open topped spring pocket having an outer high side and an inner low side and containing bolster columns, substantially as described.

10. The herein described improvement in car trucks, comprising a single member side frame adapted to rest upon the top of the journal boxes, the middle portion of same being formed as an open topped spring pocket having an outer high side and an inner low side and containing bolster columns, in combination with a bolster locking bar bolted upon the top of said side frame across said pocket, substantially as described.

GEORGE G. FLOYD.

Witnesses:

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WALTER M. FULLER.