907,934.

H. W. WOLFF.

CAR TRUCK.

APPLICATION FILED JUNE 26,-1907.

Patented Dec. 29, 1908.

2 SHEETS—SHEET 1.

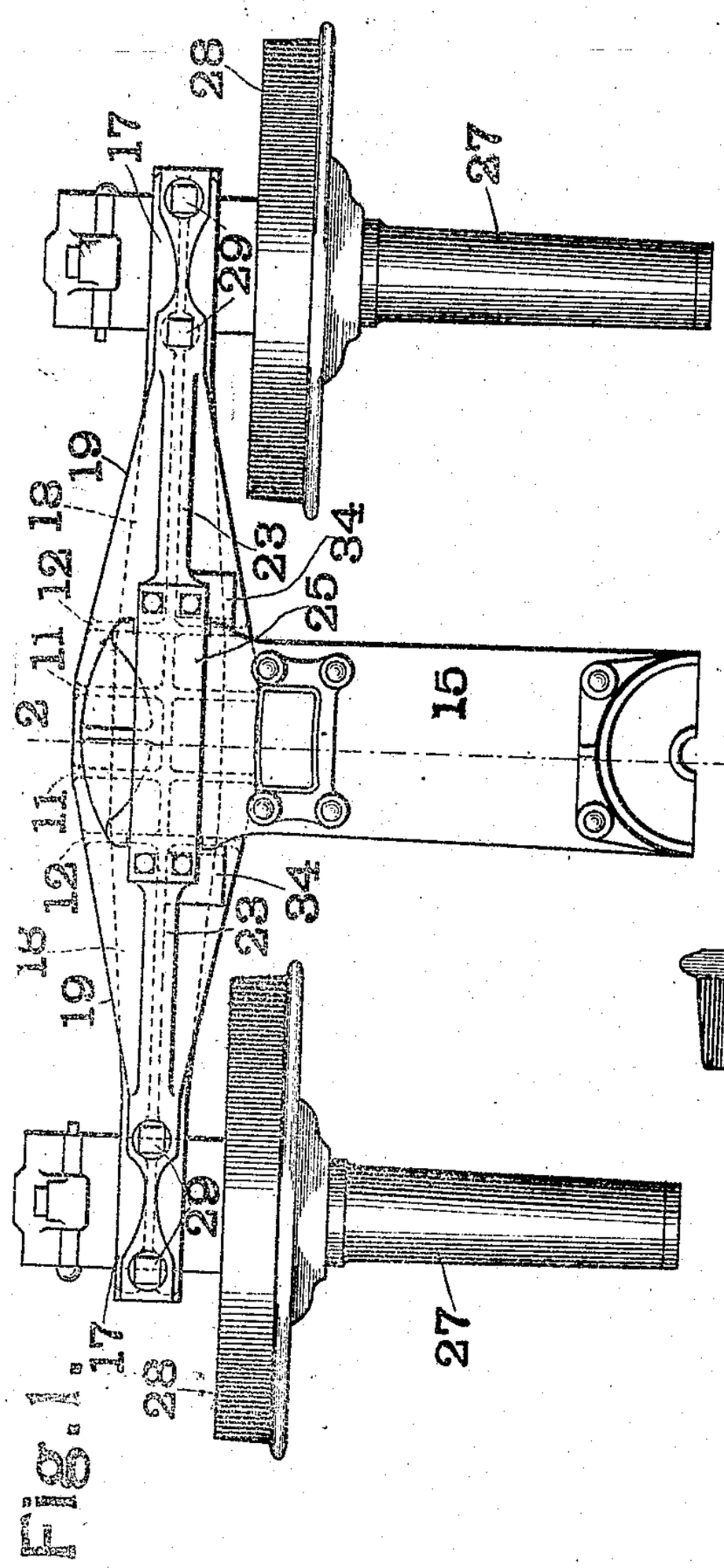

Fig. 1.

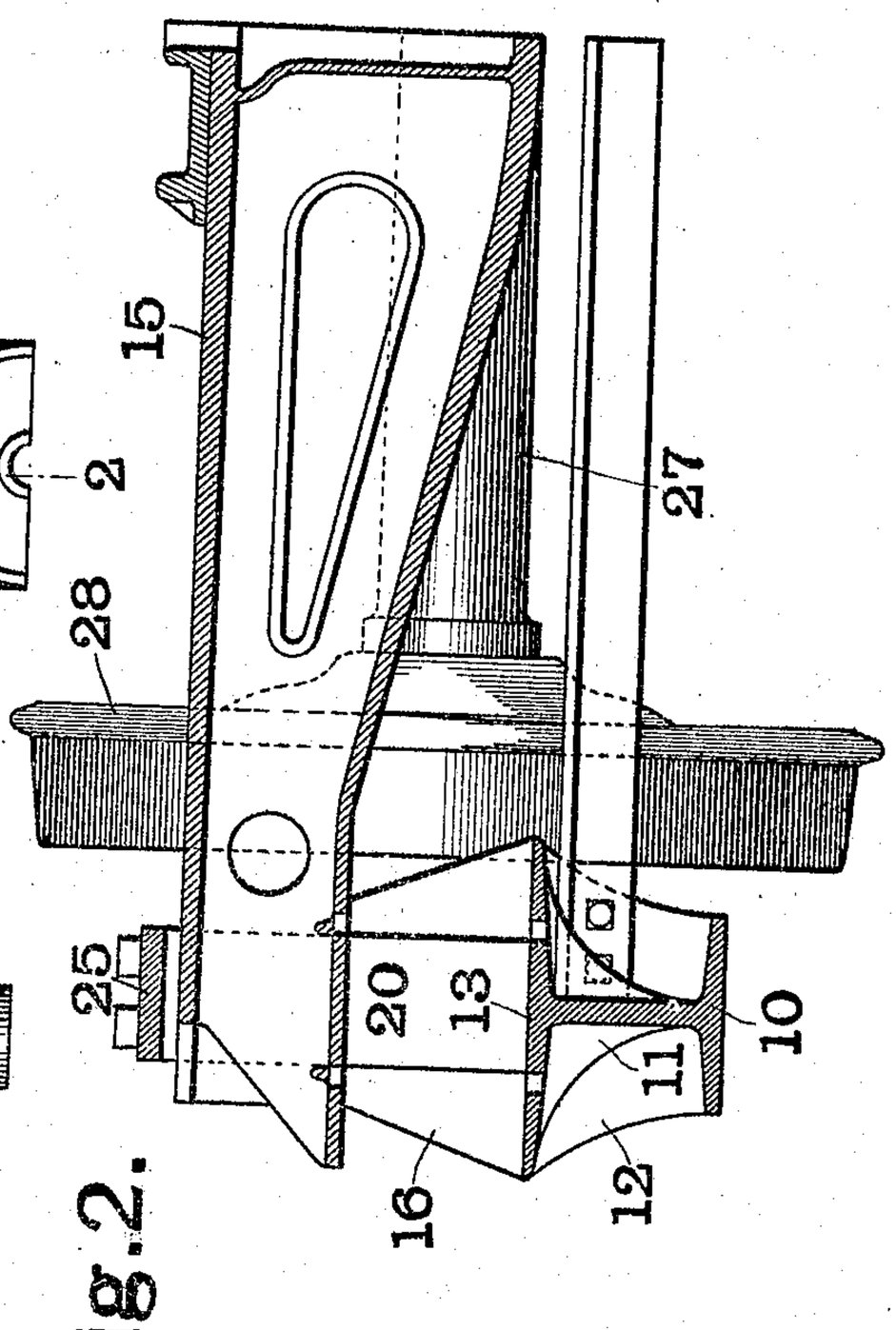

Fig. 2.

WITNESSES:

L. L. Mead.

W. A. Alexander.

INVENTOR

H. W. Wolff.

BY

Foster & Bryson

ATTORNEYS

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2 SHEETS—SHEET 2.

Fig.3.

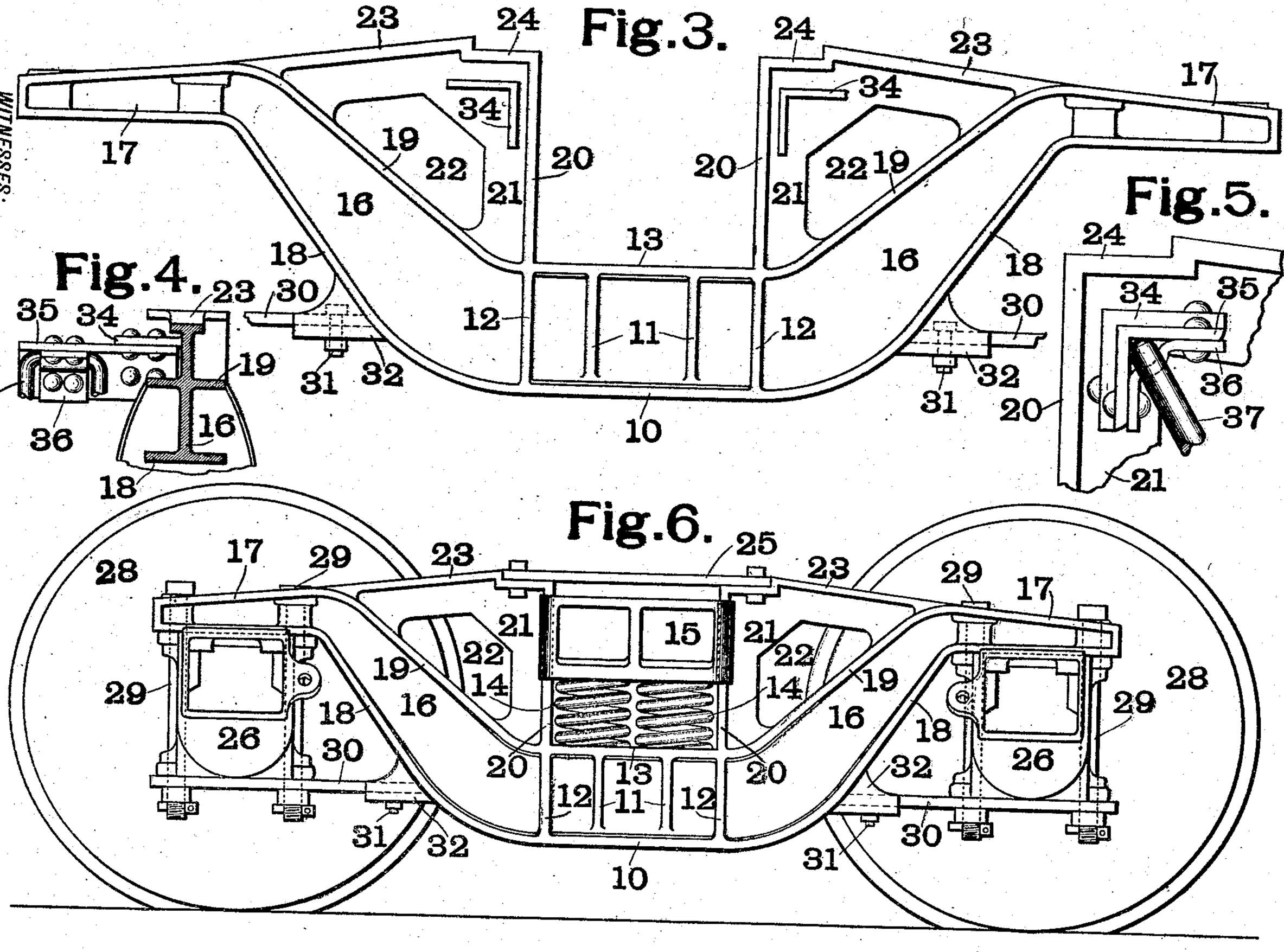

Fig.4.

Fig.5.

Fig.6.

WITNESSES:

L. L. Mead.

W. A. Alexander.

INVENTOR

H. W. Wolff.

BY

Fowler & Briggs

ATTORNEYS

Patented Dec. 29, 1908.

UNITED STATES PATENT OFFICE.

HERBERT W. WOLFF, OF ST. LOUIS, MISSOURI, ASSIGNOR TO WOLFF TRUCK FRAME COMPANY, OF AUGUSTA, MAINE, A CORPORATION OF MAINE.

CAR-TRUCK.

No. 907,934. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed June 26, 1907. Serial No. 380,379.

To all whom it may concern:

Be it known that I, HERBERT W. WOLFF, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented a certain new and useful Car-Truck, of which the following is such a full, clear, and exact description as will enable any one 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.

My invention relates to car trucks for railway cars, and more particularly to the manner of forming the side frame of the truck.

The object of my invention is to provide a side frame which will be as simple as possible of construction and at the same time will have the greatest possible amount of strength with the least possible use of metal.

In the accompanying drawings, which illustrate a car truck made in accordance with my invention, Figure 1 is a top plan view on a reduced scale, Fig. 2 is a section on the line 2—2 of Fig. 1, Fig. 3 is an enlarged view of the main casting of the side frame, Figs. 4 and 5 are detailed views, showing the brake-hanger and Fig. 6 is a side elevation.

Like marks of reference refer to similar parts in the several views of the drawings.

10 is the bottom member of the side frame. This member is T-shaped in cross section, as best shown in Fig. 2, and is preferably provided with strengthening webs 11 and 12. The upper face of this member 10 forms a flat spring seat 13 for supporting the lower ends of the springs 14 upon which the bolster 15 rests. Extending upwardly from each end of the bottom member 10 is an inclined and tapered tie beam 16 terminating in an oil box extension 17. This tie beam 16 is provided at its lower edge with a T-flange 18 extending to the lower edge of the oil box extension 17 and at its upper edge with a T-flange 19 extending to the upper edge of the oil box extension 17. Extending upwardly from the junction of the lower member 10 and the tie beam 16 is a truck column 20. Extending between the truck column 20 and the tie beam 16 is a flange 21 having formed in it an opening 22 to allow inspection of the brake hanger and brake shoes. This web 21 has at its upper edge a T-flange 23 joining the T-flange 19 on the upper edge of the tie beam 16. Formed in the T-flanges 23 are depressions 24 adapted to receive a removable compression member 25 adapted to hold the bolster 15 in position and to receive an end thrust from the webs 23.

26 are the oil boxes in which are journaled the axles 27 carrying the wheels 28. The oil boxes 26 are held in position by means of bolts 29 passing down through the oil box extensions 17 and through short tie bars 30 passing below the oil boxes 26 and secured by means of bolts 31 in pockets 32 formed integral with the tie beams 16. Formed integral with each of the webs 21, on the inner side thereof, is an angular member 34 for supporting the brake-hanger. Riveted, or otherwise secured, to each of these angular members 34, is a second angular member 35, to which in turn is secured an angular member 36, between which and the member 35 the brake-hanger 37 is pivoted, as best shown in Figs. 4 and 5.

By the use of the short tie beams 30 in place of the usual arch-bar extending below the side frame, I am enabled to keep the side frame at the required distance from the rails and at the same time secure room for a greater amount of effectively disposed metal in the side frame, thus greatly increasing its strength, and at the same time I avoid weakening the side frame by bolt holes for securing the arch-bar in position. Moreover, the metal in my side frame is so disposed as to secure the greatest possible amount of strength and at the same time suitable provision is made for the inspection of the brake-hangers and brake shoes.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent is:

1. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams extending upwardly from the base of said truck columns, oil box extensions carried by said tie beams, projections extending from the edges of said tie beams and provided with pockets, and tie bars secured in said pockets and adapted to extend under the oil boxes.

2. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams extending upwardly from the base of said truck columns, oil box extensions carried by said tie beams, projections carried by the edges of said tie beams and provided with pockets open at their upper sides and outer ends, and tie bars se-

cured in said pockets and adapted to extend under the oil boxes.

3. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams extending upwardly from the base of said columns, oil box extensions carried by said tie beams, projections carried by the edges of said tie beams and provided with pockets open at their upper sides and outer ends, tie bars secured in said pockets and adapted to extend under the oil boxes, and bolts extending through said projections and tie bars.

4. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams extending upwardly from the base of said columns, oil box extensions carried by said tie beams, projections carried by the edges of said tie beams and provided with pockets open at their upper sides and outer ends, tie bars secured in said pockets and adapted to extend under the oil boxes, and bolts extending vertically through said projections and tie bars.

5. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams inclined upwardly from the base of said truck column and provided with oil box extensions, the upper edges of said tie beams having T-flanges extending to the upper edges of said oil box extensions, a web extending between each tie beam and truck column, and a brake hanger carried by said web the said web being provided with an opening for the inspection of the brake-hanger.

6. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams inclined upwardly from the base of said truck columns and provided with oil box extensions, the upper edges of said tie beams having T-flanges extending to the upper edges of said oil box extensions, a web extending between each tie beam and truck column, a brake hanger carried by said web said web being provided with an opening for the inspection of the brake-hanger, and a removable compression member extending between said truck columns.

7. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams extending upwardly from the base of said truck columns and provided with oil box extensions, the upper edges of said tie beams having a T-flange extending to the upper edge of said oil box extensions, a web extending between each tie beam and truck column, and a brake-hanger formed integral with each web, the said web being provided with an opening for the inspection of the brake hanger.

8. In a car truck, the combination with the bottom member and truck columns of a side frame, of tie beams inclined upwardly from the base of said truck columns and provided with oil box extensions, the upper edge of each of said tie beams having a T-flange extending to the upper edge of the oil box extensions, a web extending between each tie beam and truck column, an angular member formed integral with each web, a second angular member secured to the said first angular member, a third angular member secured to said second angular member, and a brake-hanger pivoted between said second and third angular members.

In testimony whereof, I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

HERBERT W. WOLFF. [L. S.]

Witnesses:

W. A. ALEXANDER,

ELIZABETH BAILEY.