

W. L. AUSTIN.
LOCOMOTIVE TENDER TRUCK.
APPLICATION FILED NOV. 29, 1907.

913,609.

Patented Feb. 23, 1909.

2 SHEETS—SHEET 1.

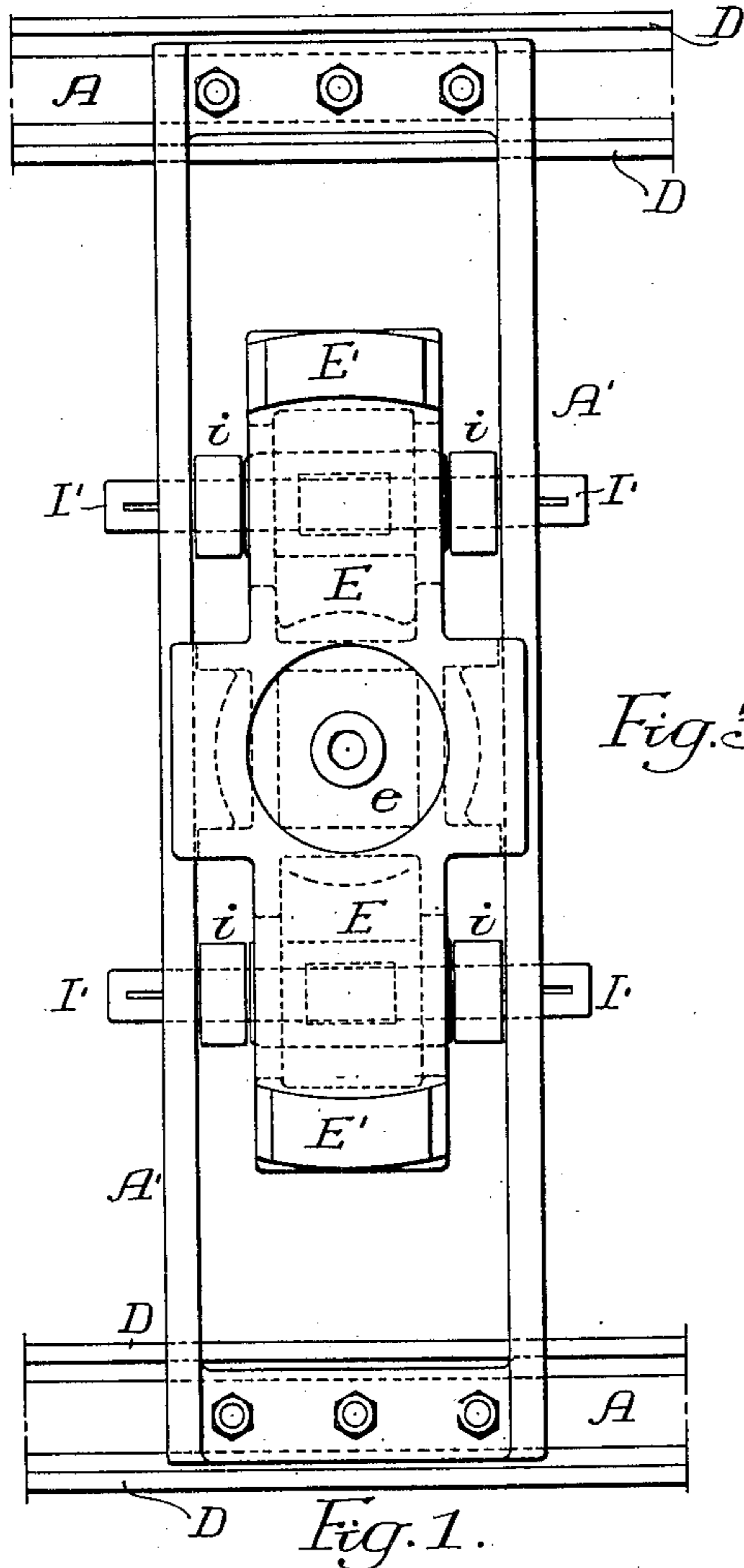
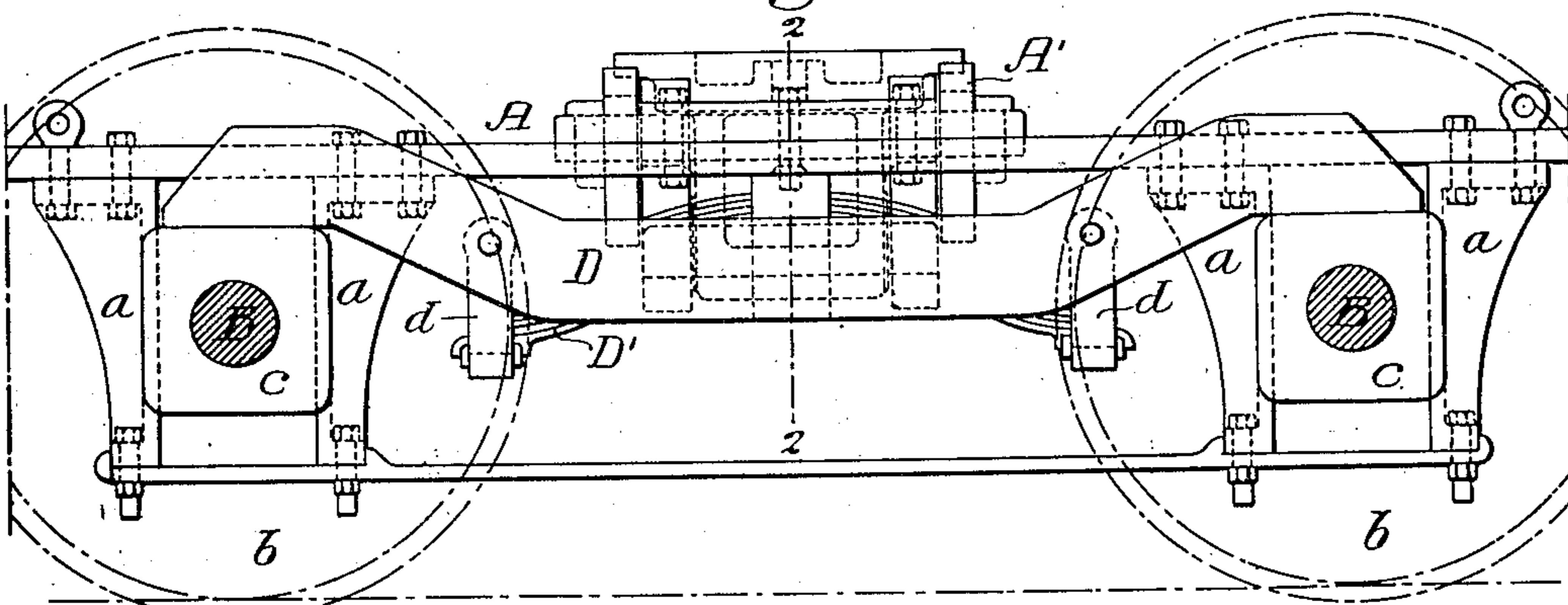


Fig. 3.



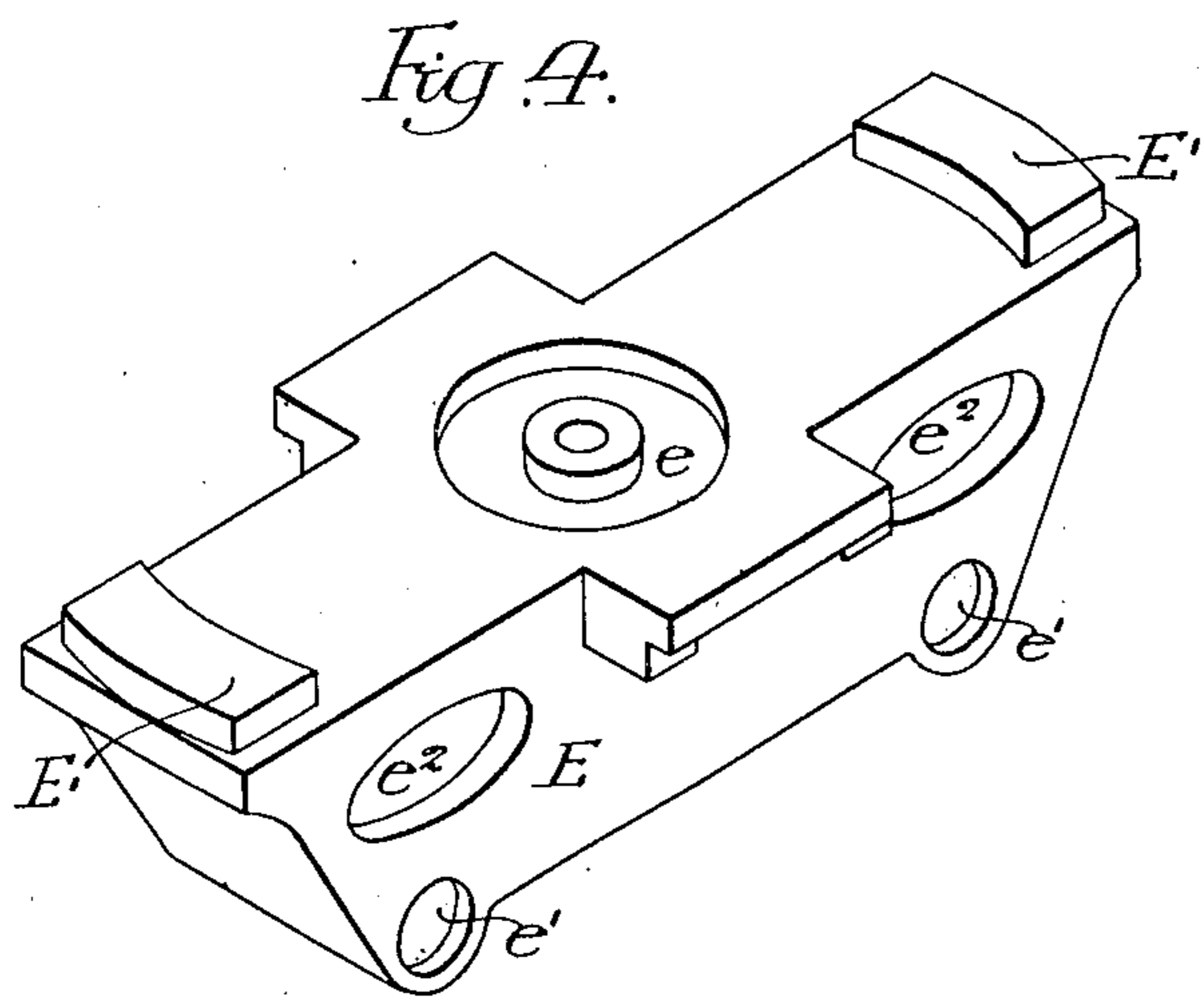
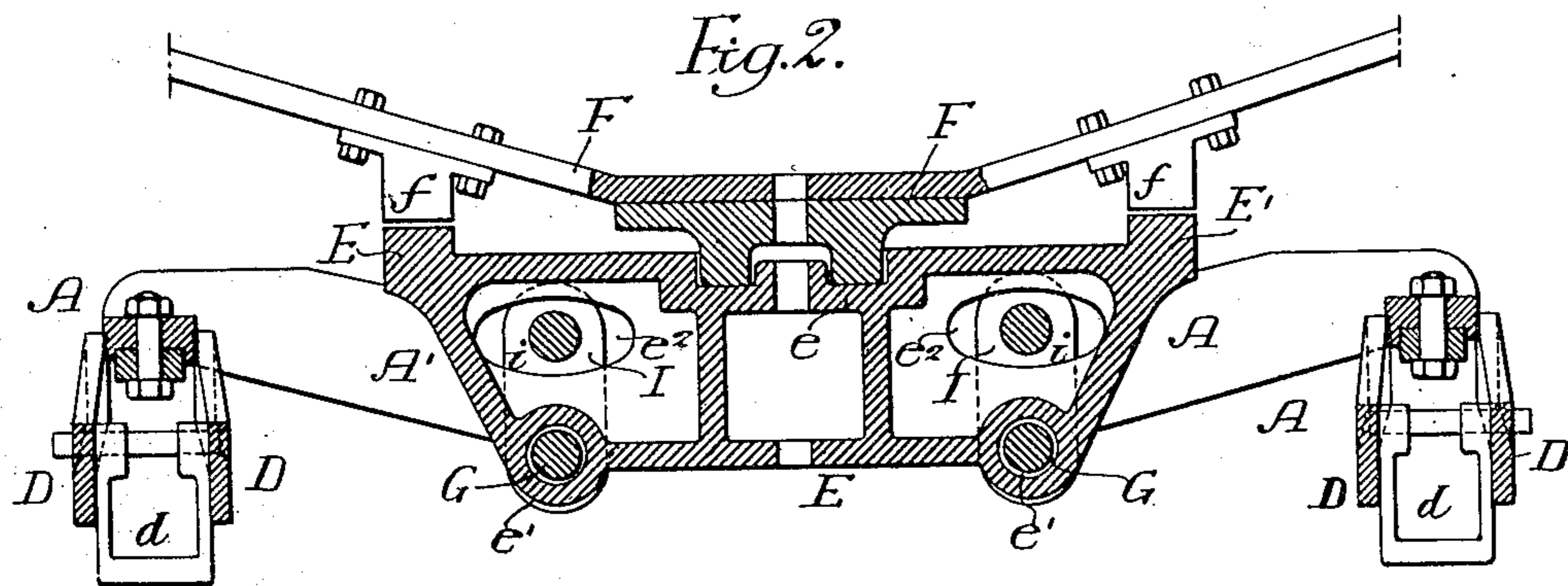
Witnesses:
Walter Chism
William A. Thoms.

Inventor:
William L. Austin.
by his Attorneys,
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William H. Poirer.

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UNITED STATES PATENT OFFICE.

WILLIAM L. AUSTIN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE FIRM OF
BURNHAM, WILLIAMS & COMPANY, OF PHILADELPHIA, PENNSYLVANIA.

LOCOMOTIVE-TENDER TRUCK.

No. 913,609.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Application filed November 29, 1907. Serial No. 404,274.

To all whom it may concern:

Be it known that I, WILLIAM L. AUSTIN, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Locomotive-Tender Trucks, of which the following is a specification.

The object of my invention is to construct a swinging truck for use under the tender of a locomotive and to provide the bolster with side bearing plates so that the movement of the tender will be resisted by the bolster rather than by the frame of the truck as heretofore. This object I attain in the following manner, reference being had to the accompanying drawings, in which:—

Figure 1, is a side view of a tender truck illustrating my invention; Fig. 2, is a transverse sectional view on the line 2—2, Fig. 1; Fig. 3, is a plan view of the central portion of the truck, and Fig. 4, is a detached perspective view of the bolster.

A is the frame of the truck having pedestals *a* for the boxes *c*.

B, B are the axles on which are mounted the wheels *b*.

D, D are longitudinal bars extending on each side of the side members of the frame and resting upon the boxes *c*, as shown in Fig. 1. Suspended from these bars are stirrups *d* on which are mounted the springs *D'*. The truck frame A rests upon these springs and the weight of the tender is transferred to the axles through the frame, springs, and bars.

The transverse member A' of the truck consists of a frame having an open center in which is mounted the bolster E, preferably of the form illustrated in Fig. 3, having a center bearing *e* in which rests the center plate F connected to the body frame F' of the tender. The bolster also has side bearing plates E' which may be integral with the bolster or secured to it as desired. The plates E' are directly below the plates *f* on the tender frame and take the bearing of these plates. The bolster has a deep flange on each side as illustrated in Fig. 3, and

each flange is perforated at *e'*—*e'* for the passage of pivot pins G to which are attached the links *i* hung from pins I extending through openings in the transverse member A' of the truck frame A.

In order to allow for the free movement of the bolster in the frame, I form elongated openings *e*² in the flanges of the bolster E. The pivot pins I extend through the bolster and through the side plates of the frame A' as illustrated in Fig. 3. It will be seen that there are no springs between the tender body and the frame of the truck; the bolster being connected directly to the frame by links so as to allow it to freely swing, the side bearing plates being on the bolster and the springs are mounted between the truck frame and the boxes for the axles.

I claim:—

1. A bolster for a truck frame to be placed under the tender body, consisting of a body portion with deep flanges at each side, openings in the flanges for the passage of the pivot pins by which the bolster is hung from the body of the truck, a center bearing pocket formed in the bolster, and side bearings on each end of the bolster.

2. The combination of a tender body having a center bearing plate and side bearing plates, a truck frame, boxes and axles, springs mounted between the frame and the boxes, a swing bolster mounted in the transverse member of the truck frame, said bolster having deep side flanges, links on each side of the bolster and pivoted thereto, pivot pins connecting the upper portions of the links to the truck frame, said bolster having enlarged openings for the passage of the upper pivot pins to allow the bolster to swing, and a center bearing and side bearings on the bolster.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

WM. L. AUSTIN.

Witnesses:

J. H. KERST,
LEON P. THOMAS.