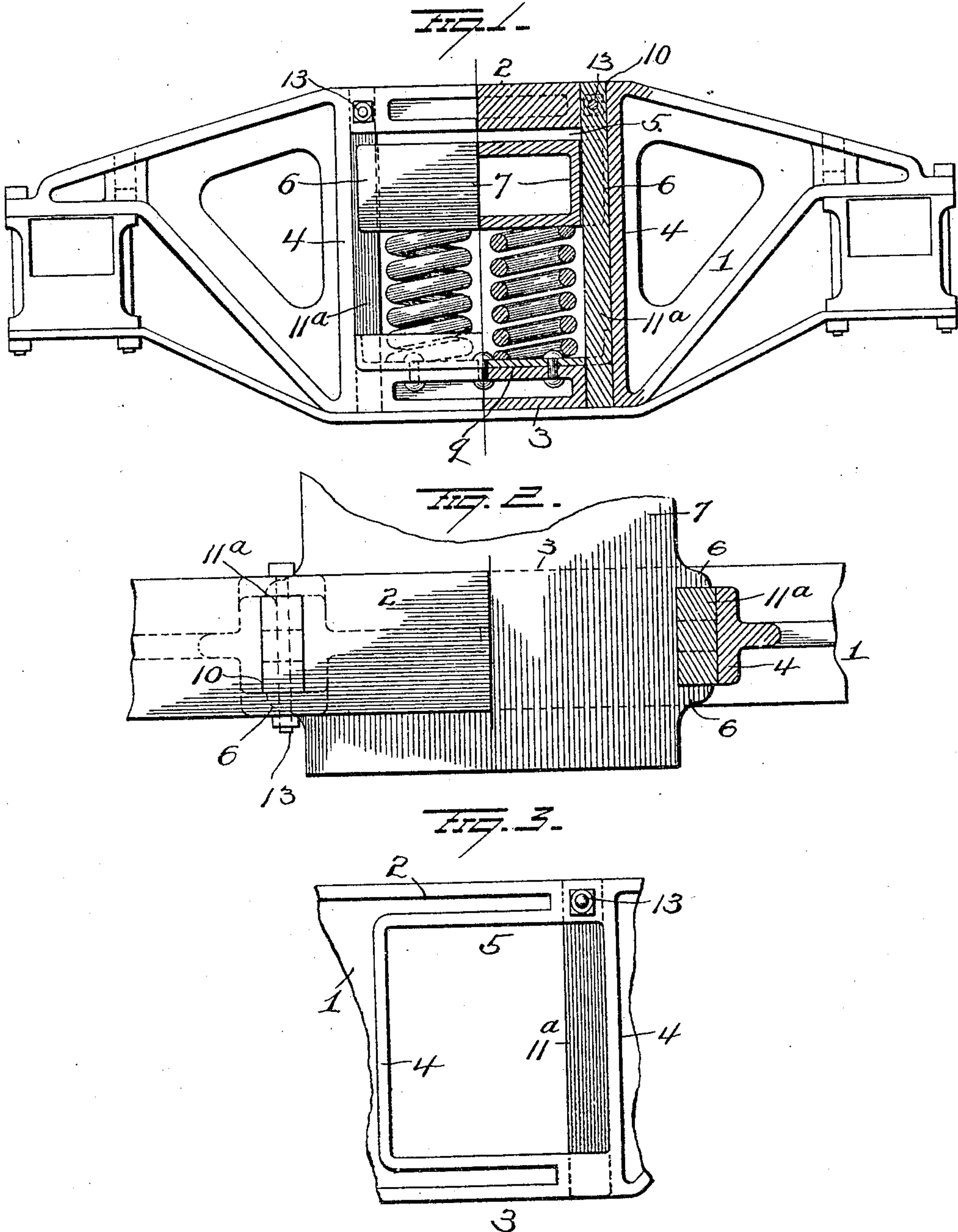


J. C. WHITRIDGE & C. B. GOODSPEED.
CAR TRUCK.

APPLICATION FILED APR. 3, 1909.

Patented Dec. 21, 1909.

943,853.



WITNESSES
E. J. Vottergham
G. J. Downing.

INVENTORS
J. C. Whitridge and
C. B. Goodspeed
By H. A. Seymour Attorney

UNITED STATES PATENT OFFICE.

JOHN C. WHITRIDGE AND CHARLES B. GOODSPEED, OF COLUMBUS, OHIO, ASSIGNORS
TO THE BUCKEYE STEEL CASTINGS CO., OF COLUMBUS, OHIO.

CAR-TRUCK.

943,853.

Specification of Letters Patent.

Patented Dec. 21, 1909.

Application filed April 3, 1909. Serial No. 487,614.

To all whom it may concern:

Be it known that we, JOHN C. WHITRIDGE and CHARLES B. GOODSPEED, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Car-Trucks; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to an improvement in car trucks, the object being to provide simple and durable means for guiding the truck bolster in the truck frame, and also to provide a truck in which the parts subject to wear can be removed and replaced without destroying any other parts of the truck.

With these ends in view our invention consists in the parts and combination of parts as will be more fully described and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in side elevation, partly in section, of a car truck side frame and bolster embodying our invention. Fig. 2 is a view in plan partly in section of same, and Fig. 3 is a view in side elevation of a modification.

1 represents a cast metal side frame for car trucks, having integral upper and lower arches 2 and 3 connected by columns 4 the latter forming the side walls of the bolster opening. The columns 4 are parallel throughout the length of the bolster opening 5. The width of this bolster opening from top to bottom thereof is of sufficient size to allow the end of the bolster 7 with the column guides 6 thereon to be passed through same, the bolster being supported in the usual manner on springs 8 resting on spring plate 9 secured at its ends to the side frames of the truck at the bottom of the openings 5.

Formed in the upper arch 2, immediately adjacent the columns 4 are the openings 10 through which the bolster guiding blocks 11^a are passed. These blocks are rectangular in cross section as shown in Fig. 2 and when in place rest against the adjacent faces of the columns thus reducing the width of the bolster opening to approximately the

width of the bolster, the bolster guides overlapping these guiding blocks, and operating to prevent endwise movement of the bolster in the usual and well known manner.

The blocks 11^a are preferably provided with reduced ends as shown, which rest in recessed seats in the lower arch 3, and they are locked in place against vertical displacement by the bolts 13 passing through the upper arch 2 and the upper ends of blocks 11^a.

In the construction shown in Fig. 3 only one block is shown, the column on the opposite side being engaged by the column guides on the bolster. With this modified construction the single block equals in thickness the column guides on both sides of the bolster.

With these constructions, the bolster may be passed endwise through the bolster opening 5, and be then locked against endwise movement by the insertion of the guiding blocks 11^a, downwardly through the holes 10 in the upper arch 2. These blocks when in place positively hold the bolster against endwise displacement, and the latter can be readily and quickly removed, by simply withdrawing the block or blocks as the case may be.

With this construction, the parts subject to wear can be removed and renewed, and the bolster can be inserted or removed without disturbing the spring plank.

As the guiding blocks pass through the compression member of the frame at the top, and fit tightly therein, the openings do not materially weaken or impair the frame.

Having fully described our invention what we claim as new and desire to secure by Letters-Patent, is:—

1. In a car truck, a side frame having a bolster opening provided with straight parallel sides from the top to the bottom thereof, the said opening being as wide as the outside dimensions of the end of said bolster at the projecting column guides, and a bolster guide removably secured against one of the columns and wholly within the bolster opening throughout the length of the latter.

2. In a car truck, a side frame having a bolster receiving opening provided with straight parallel sides from the top to the

bottom thereof, the said opening being as wide as the outside dimensions of the end of said bolster at the projecting column guides, and bolster guides removably secured against
5 the adjacent faces of the columns and wholly within the bolster opening throughout the length of the latter.

In testimony whereof, we have signed this

specification in the presence of two subscribing witnesses.

JOHN C. WHITRIDGE.
CHAS. B. GOODSPEED.

Witnesses:

GEO. G. MERRING,
FRED G. BENNETT.