H. S. HART.

CAR TRUCK.

APPLICATION FILED DEC 17, 1906.

993,522. Patented May 30, 1911.

Fig. 1.

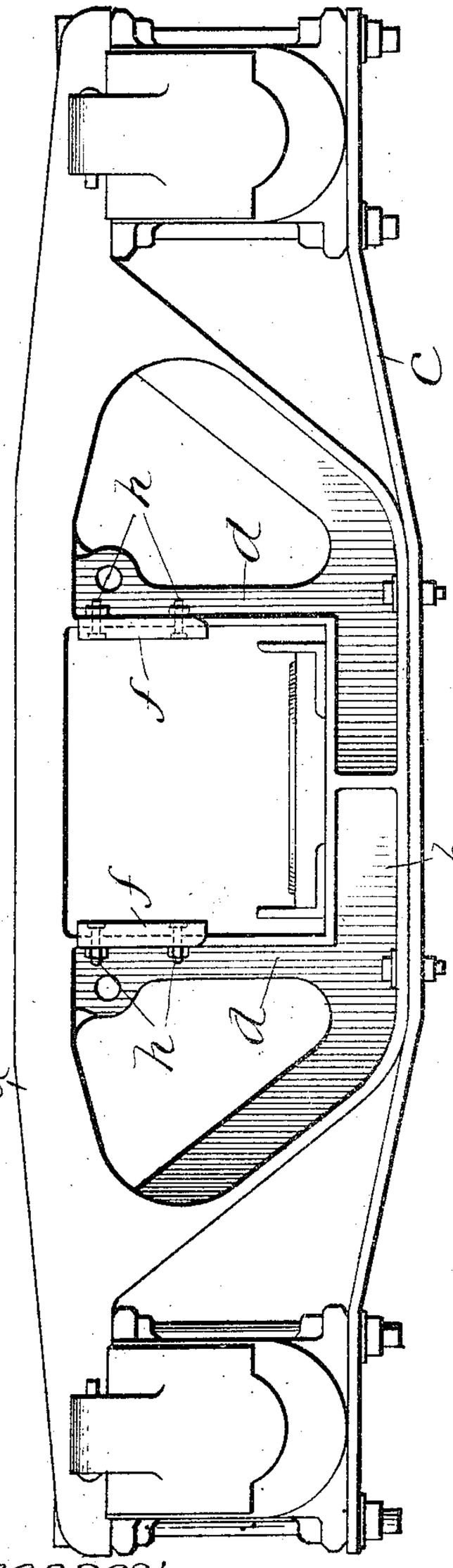


Fig. 3.

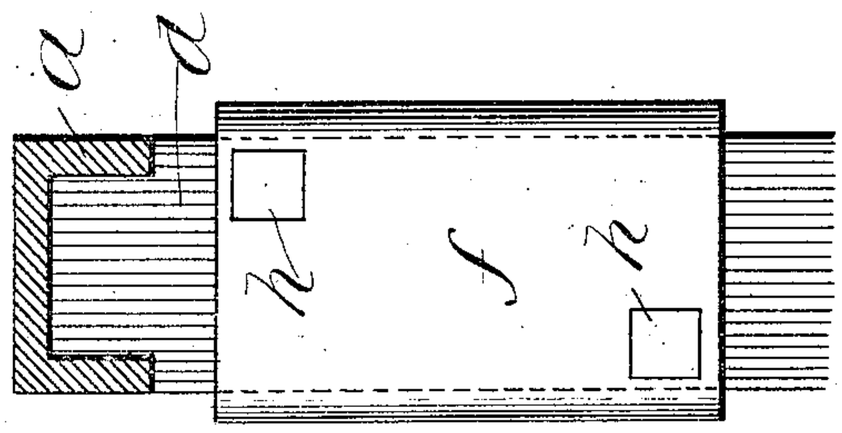
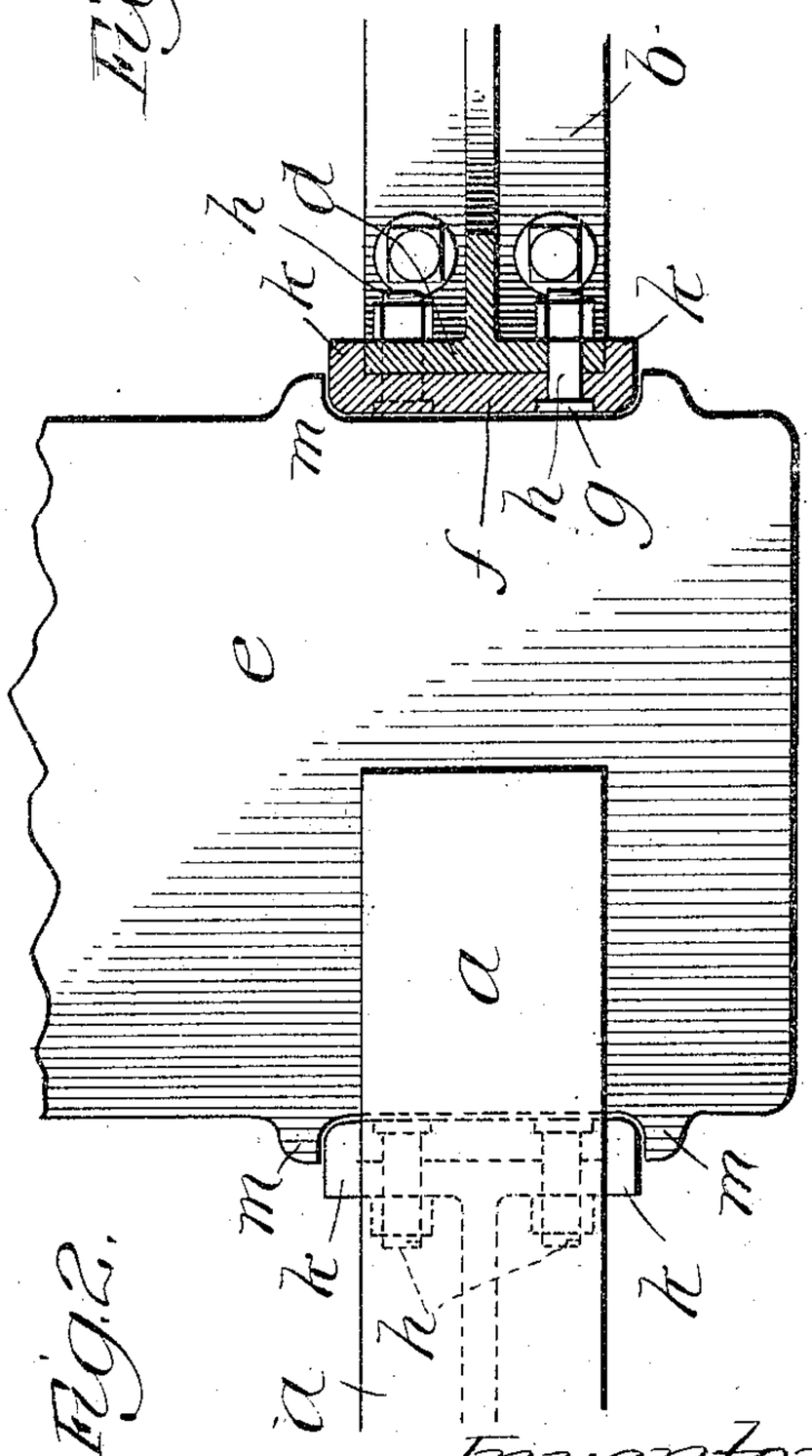


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

HARRY S. HART, OF CHICAGO, ILLINOIS, ASSIGNOR TO WOLFF TRUCK FRAME COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF MAINE.

CAR-TRUCK

993,522. Specification of Letters Patent. Patented May 30, 1911.

Application filed December 17, 1906. Serial No. 348,271.

To all whom it may concern:

Be it known that I, HARRY S. HART, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Trucks, of which the following is a specification.

The object of my invention is to provide a car truck in which the bolster may be attached to the side frame of a truck by means that will permit the use of an integral side frame, or, if a non-integral side frame is used, will permit the removal of the bolster from the side frame without separating the parts of the side frame.

My improved construction embodies means whereby the bolster may be separated from the side frame without disarranging any of the other parts of the truck.

In the drawings—Figure 1 is a side view of a truck constructed in accordance with my invention, the bolster being removed. Fig. 2 is a plan view, partly in section, showing the bolster in place. Fig. 3 is an enlarged transverse section showing the upper arch bar and part of one of the locking members.

In order to remove the bolster without disarranging other parts of the truck, I make parts of the inner walls of the columns *d* movable vertically or substantially vertically thereon. These removable parts are designated by the letter *f*, and, as appears from the drawing, they consist of central portions contacting with the inner face of the integral portion of the column and flanges *k* embracing the faces of the side frame, thus securing the member *f* against displacement in a horizontal direction. Suitable means are provided for securing the members *f* in their proper positions upon the columns *d*. In the present instance I have shown such means in the form of bolts. Bolt-holes are provided in the members *f* and in the columns *d*. These bolt-holes are countersunk upon the inner faces of the members *f*, in order that the bolts, when in position, may be flush with the faces of those members. Said bolt-holes extend in the plane of the opening through the columns *d*. The bolt-holes are spaced apart vertically a greater distance than the thickness of the bolster. This will permit the upper bolts to be removed when the bolster is pressed downwardly slightly. The lower bolts may be removed when the bolster is elevated slightly. In both cases the bolster may be pressed away from its normal position sufficiently to permit the bolts to be freely removed. In a similar manner the bolts may be restored to their positions.

It will be understood that the bolster is supported by springs and that it reciprocates vertically when the car is in use. The bolster therefore is constantly sliding over the countersunk heads of both the upper and lower bolts and they have no chance to become displaced.

I have illustrated a bolster of a common form provided with projections *m*. Instead of directly engaging the columns, as in the usual form of construction, the projections *m* in my improved truck engage the removable locking members *f*. The parts are so proportioned that, the bolts being removed, the members *f* may slide vertically upon the inner faces of the columns *d*, downward to a point where they will be out of engagement with the projections *m* upon the bolster.

In assembling the parts, the locking members *f* are either removed altogether or slid downwardly upon the columns to their lowermost position. The end of the bolster is then inserted between the columns *d* of the side frame and when properly positioned the members *f* are moved upwardly into the space between the sides of the bolster and the integral portions of the columns *d*. The movable locking members *f* are then secured in place, thus also securing the bolster against longitudinal displacement, but permitting it the necessary vertical movement upon the springs.

It will be understood that instead of providing two movable interlocking members *f* I may provide one of double thickness illustrated in the drawings. When using a single locking member of double thickness, the projections *m* upon one side of the bolster will engage such locking member and upon the opposite side will engage the column *d* in the usual manner. The removal of the single locking member in the manner above described will permit the bolster *e* to be moved sidewise sufficiently to disengage the projections *m* from the opposite column, thus providing for the separation of the bolster and side frame.

It will be understood that the bolts *h* are spaced apart vertically to a sufficient extent to permit of their removal without interference from the bolster.

What I claim is:

In combination, a side frame provided with a bolster opening, a bolster, projecting guides on said bolster, and flanged interlocking members engaging the sides of said opening, said interlocking members and the sides of said opening being provided with bolt holes extending in the plane of said opening, said bolt holes being spaced apart vertically a distance greater than the thickness of said bolster.

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