

M. KENNEDY.  
Car-Truck Frame.

No. 214,508.

Patented April 22, 1879.

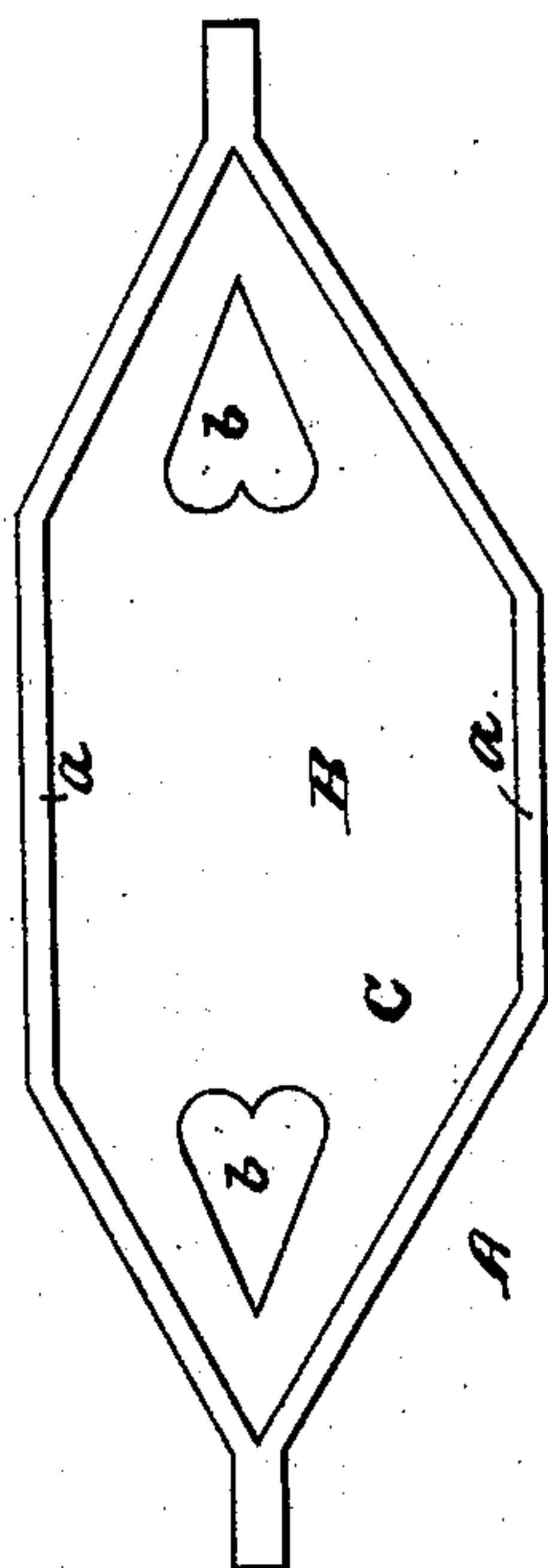


Fig. 1

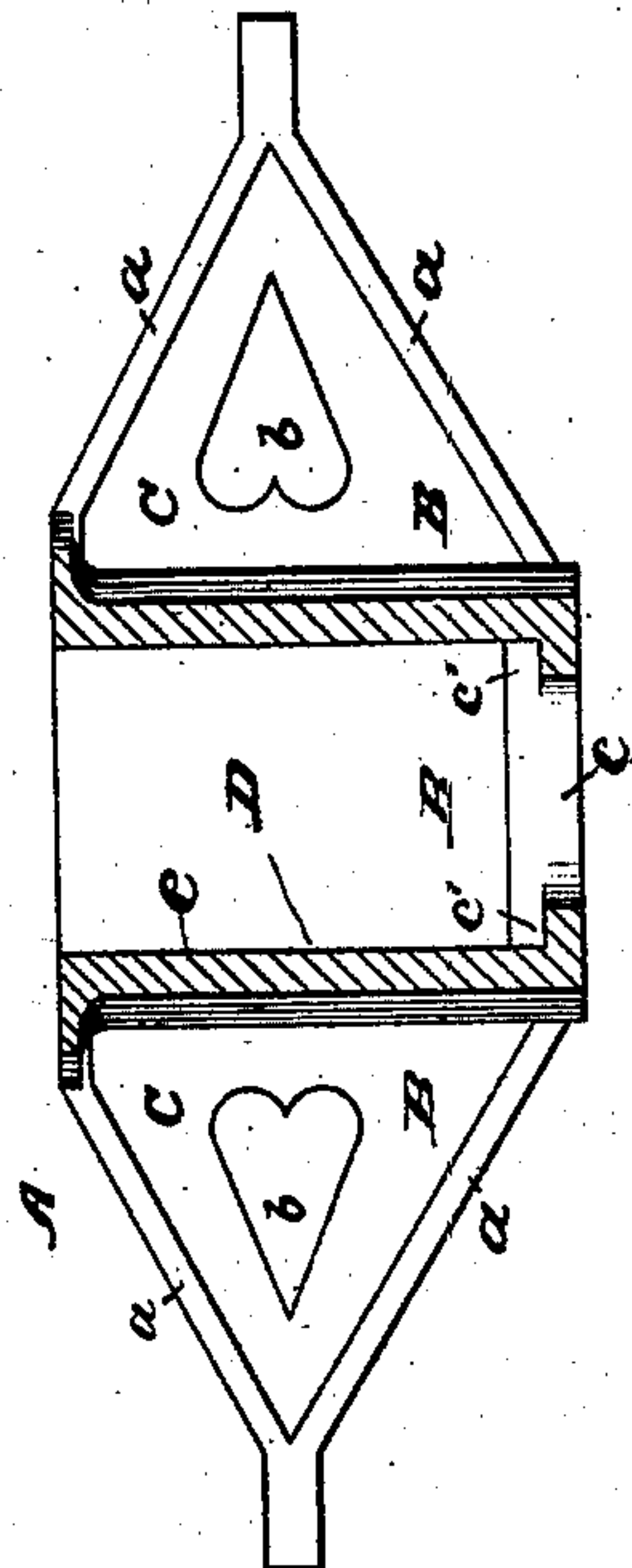


Fig. 4

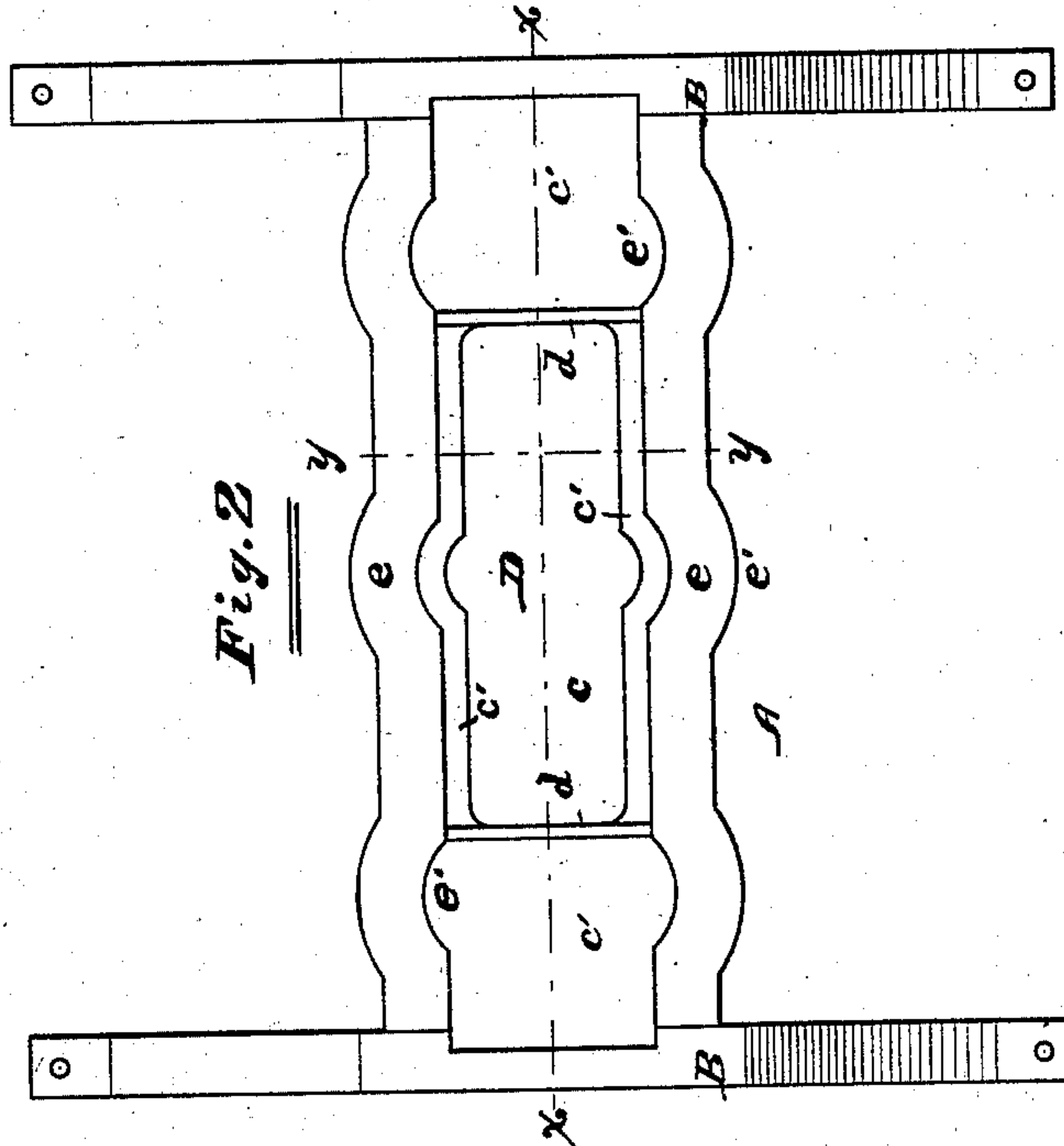


Fig. 2

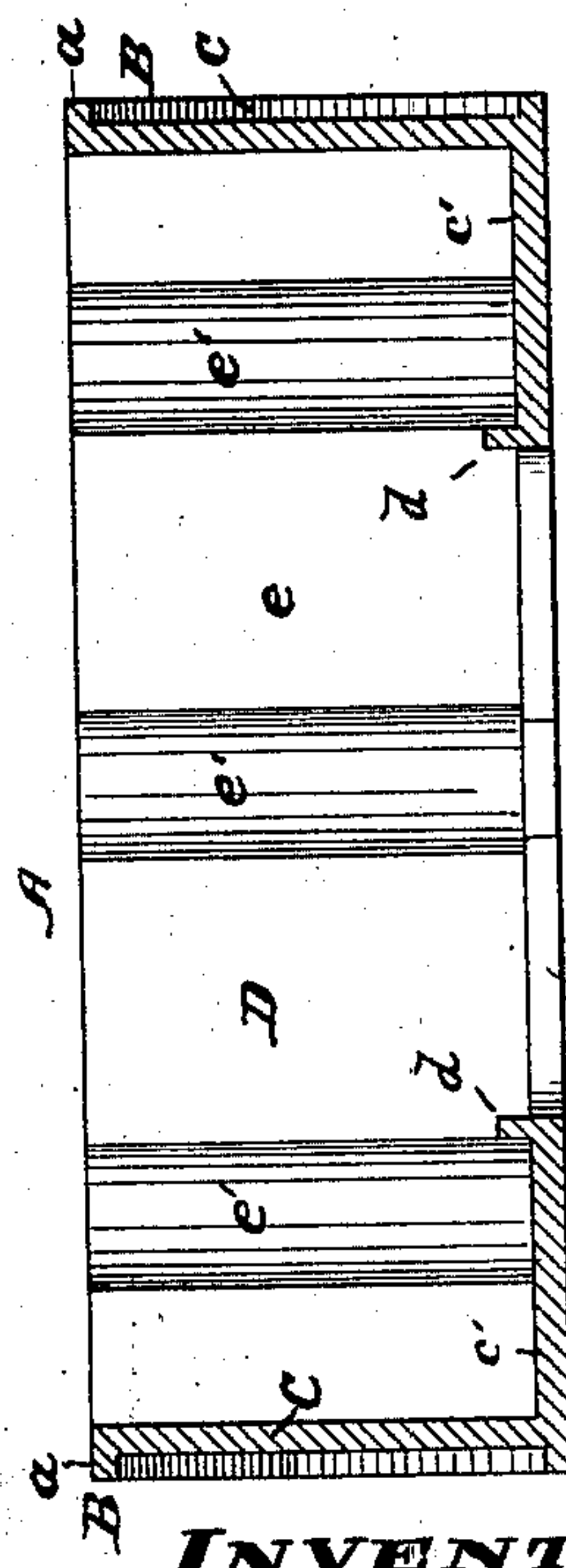


Fig. 3

Attest:

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN CAR-TRUCK FRAMES.

Specification forming part of Letters Patent No. **214,508**, dated April 22, 1879; application filed February 17, 1879.

*To all whom it may concern:*

Be it known that I, MARTIN KENNEDY, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Frames for Car-Trucks, of which the following, in connection with the accompanying drawings, is a specification.

In the drawings, Figure 1 is an end view of a car-truck frame embodying my invention; Fig. 2, a top view thereof; and Figs. 3 and 4 are vertical sections in the planes of the lines *x x* and *y y*, respectively.

Like letters of reference indicate like parts.

A represents a car-truck frame embodying my invention. I make this frame by casting it in one piece, thereby avoiding much or all of the blacksmithing heretofore required in making the frame in different parts.

B B are the ends of the frame A. These parts approximate in form the ends of frames as heretofore made, the flanges or ribs *a a* representing the upper and lower bars, which have heretofore been bolted together at the ends. C is a web connecting the flanges or ribs *a a*.

It is not essential that the webs C C should be full or solid, as they may be open at places, as indicated at *b b*, or made in skeleton form.

D is a box included between the ends B. This box is open at the top, and may have a central opening, *c*, in the bottom. The bottom, however, should be sufficiently closed to form a support or bearing for the springs, as will be hereinafter more fully explained. These supporting or bearing portions of the bottom are indicated at *c' c'* in the example shown, and cross-ribs *d d* may be employed to strengthen the bottom.

*e e* are the sides of the box D. The sides *e e* are curved outwardly, as shown at *e' e'*, to

receive the springs and prevent them from being moved laterally.

All these parts, as hereinbefore stated, are cast in one piece, for the purpose set forth. There are, however, some advantages following this form of frame, which are independent of the fact of its being made in one piece. For example, the ordinary hangers for supporting the springs are rendered unnecessary.

It will be perceived, from the foregoing description, that a frame thus made may not only be easily made, but that it may also be applied to use with facility.

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

1. The car-truck frame A, consisting of the ends B B and of the spring-receiving box D, all cast in one piece, substantially as and for the purposes specified.

2. The spring-receiving box D, having an open top and sides outwardly curved or formed to receive the sides of the springs, in combination with the end pieces or parts B B, substantially as and for the purposes specified.

3. The car-truck frame A, consisting of the ends B B and of the box D, all cast in one piece, the said ends consisting of the flanges or ribs *a a*, connected by means of webs C C, and the said box being open at the top, and consisting of the side pieces or parts, *e e*, having therein the outwardly-curved or enlarged portions *e' e'*, and of the spring-supporting flanges or bottom *c' c'*, all substantially as and for the purposes specified.

MARTIN KENNEDY.

Witnesses:

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H. C. BALLARD.