

(No Model.)

C. H. KELLOGG & J. W. SEAVER.
Car Truck Frame.

No. 239,510.

Patented March 29, 1881.

Fig. 1.

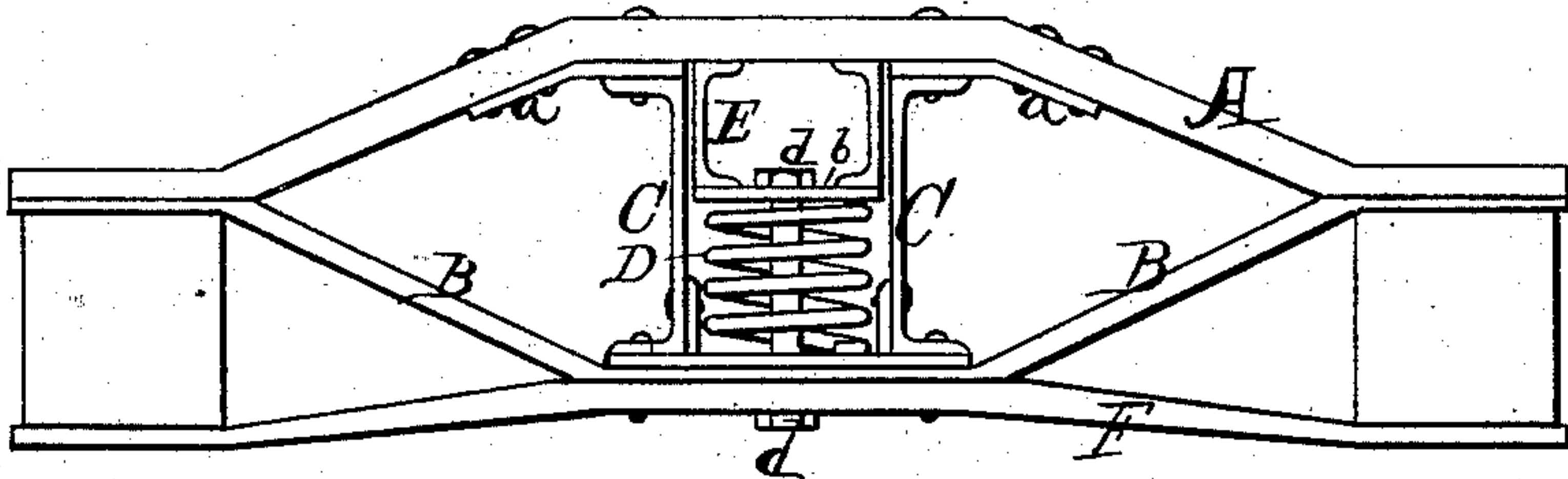


Fig. 2.

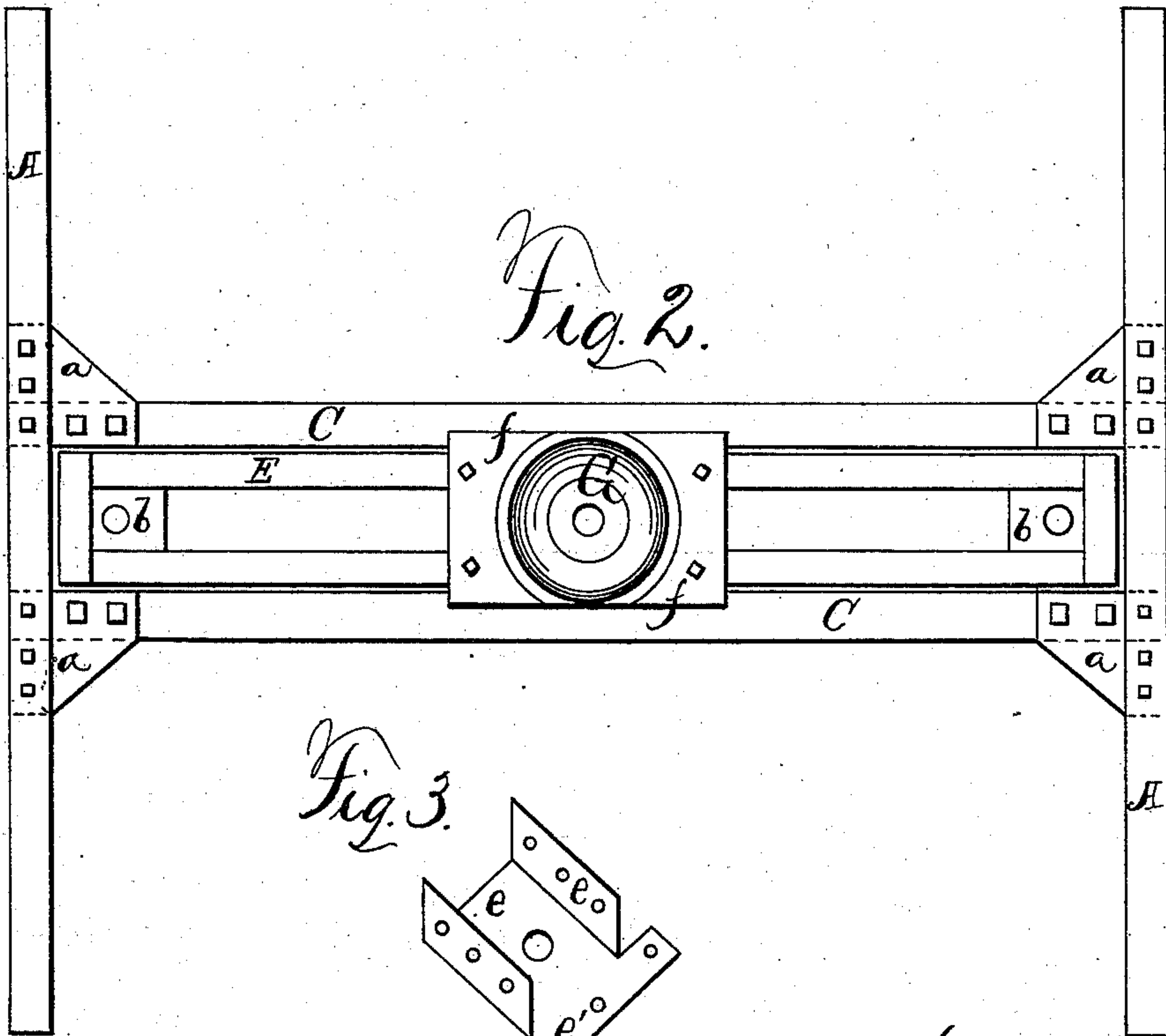
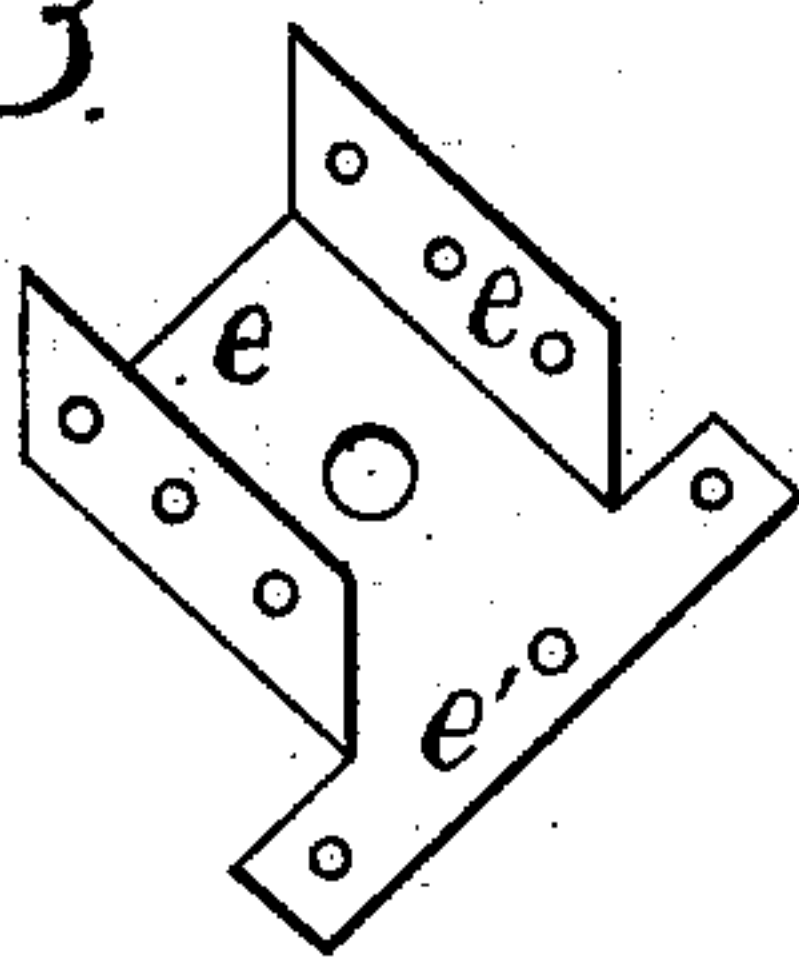


Fig. 3.



Witnesses:
T. A. Parsons.
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UNITED STATES PATENT OFFICE.

CHARLES H. KELLOGG AND JOHN W. SEAVER, OF BUFFALO, NEW YORK,
ASSIGNORS TO SAID KELLOGG.

CAR-TRUCK FRAME.

SPECIFICATION forming part of Letters Patent No. 239,510, dated March 29, 1881.

Application filed July 22, 1880. (No model.)

To all whom it may concern:

Be it known that we, CHARLES H. KELLOGG and JOHN W. SEAVER, both of Buffalo, in the county of Erie and State of New York, have made certain Improvements in Railroad-Car-Truck Frames, of which the following is a specification.

This invention relates to metal car-truck frames, or those in which but little wood is used, and are mainly of metal, the object of the invention being to construct a frame which will be lighter and stronger, at the same time employing a smaller number of parts or pieces than is now generally used, and which will permanently keep the frame true, preventing its getting twisted out of square, (as is now frequently the case.) This is one of the main objects of our invention; and the invention consists in its construction, all as hereinafter fully explained.

In the drawings, Figure 1 is an end elevation; Fig. 2, a top plan; and Fig. 3, a detail, in perspective, of the bottom spring and corner-plate.

A represents the arch-bar, and B the truss-bar, the two bolted together, and, in connection with the stretcher-bar F, forming one side frame of a car-truck frame.

C C are the cross-frames, either of wood or iron. At each of the four corners, where the cross-frames join the arch-bars, I insert between the top of the cross-frames and the under side of the arch-bar a gusset or corner-plate, *a a*, constructed (of metal) so as to adapt it to the form of the parts which it unites. These are very important in such frames, for the purpose of keeping the car-truck frame "in square"—in other words, preventing the frame from getting wrenched or twisted out of square, which is now frequently the case with the present constructions.

D is the spring, which may be a coiled, torsion, or other suitable kind.

b is a top spring-plate, which rests on the spring D, and is riveted or bolted to the under side of the spring-beam E. This spring-plate has a hole, *c*, in the center, through which a headed bolt, *d*, passes, and also through a bottom combined spring-plate and corner-plate, *e*, on which the spring rests. The bolt prevents the spring-beam E from canting or rising, and has a key or nut on the under side, to prevent it from coming through the plate. This spring-plate is of peculiar form.

It is nearly square; but the edges of two sides are bent up for a portion of their length to set inside the cross-frame, to which they are bolted or riveted, as in Fig. 1. The flat part or front end, *e'*, sets between the bottom of the cross-frame and the truss-bar B. This is to give a support or bearing for the spring, and they also act on this portion of the frame as stay-pieces, the same as the gussets on the upper portion—that is, preventing the frame from getting out of square.

The center plate, G, is made with the sides *ff* projecting over the spring-beam E sufficiently to come in contact with top of cross-frame C in case the springs or spring-plate break or give way. Then these sides would rest on the top of the cross-frames, thus preventing the spring-beam from falling through onto the track. This is an important improvement.

One of the advantages of this construction is, getting the maximum of strength by the employment of fewer pieces than are now generally used, making not only a lighter, stronger, and cheaper, but better, frame than any we are acquainted with. This construction also admits of the entire frame being made of wrought-iron, thus doing away with numerous small castings and bolts, which are liable to become cracked or broken, and which add greatly to the expense of a car-truck.

By our construction the expense of first cost and for repairs is materially reduced, besides giving greater strength as well as lightness.

We claim—

1. In a car-truck frame, the gussets or corner stay-pieces, *a a a a*, in combination with the arch-bars A A and cross-frames C C, all constructed and arranged substantially as and for the purpose specified.

2. In a car-truck frame, the stay-pieces *e e'*, constructed as described, and in combination with the truss-bar B and cross-frame C C, as and for the purpose specified.

In witness whereof we have hereunto signed our names in the presence of two subscribing witnesses.

C. H. KELLOGG.
JOHN W. SEAVER.

Witnesses:

JAS. H. CARMICHAEL,
JAMES G. MULDOON.