

(No Model.)

2 Sheets—Sheet 1.

W. H. MONTZ.

CAR TRUCK.

No. 291,382.

Patented Jan. 1, 1884.

Fig. 1.

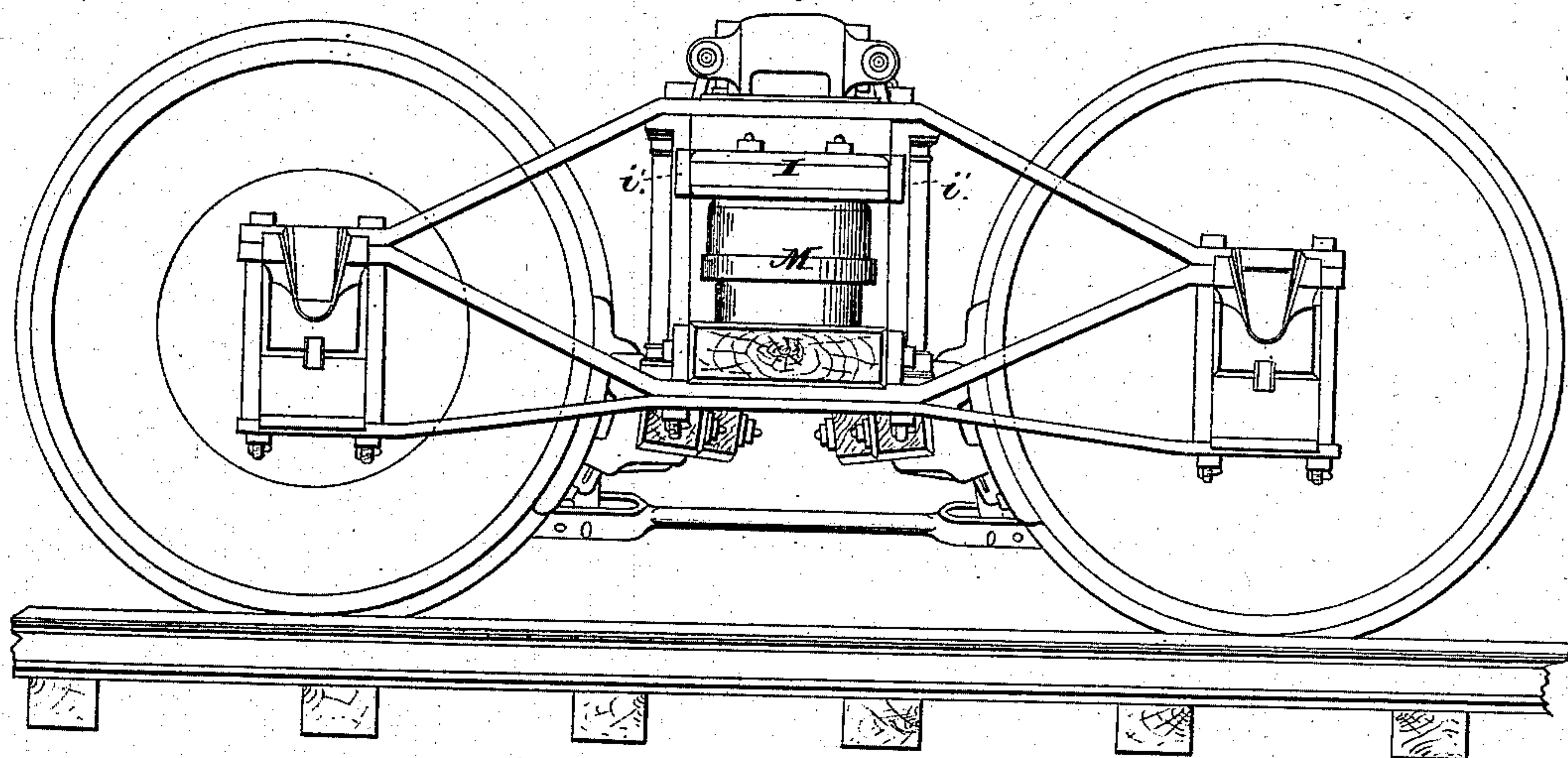
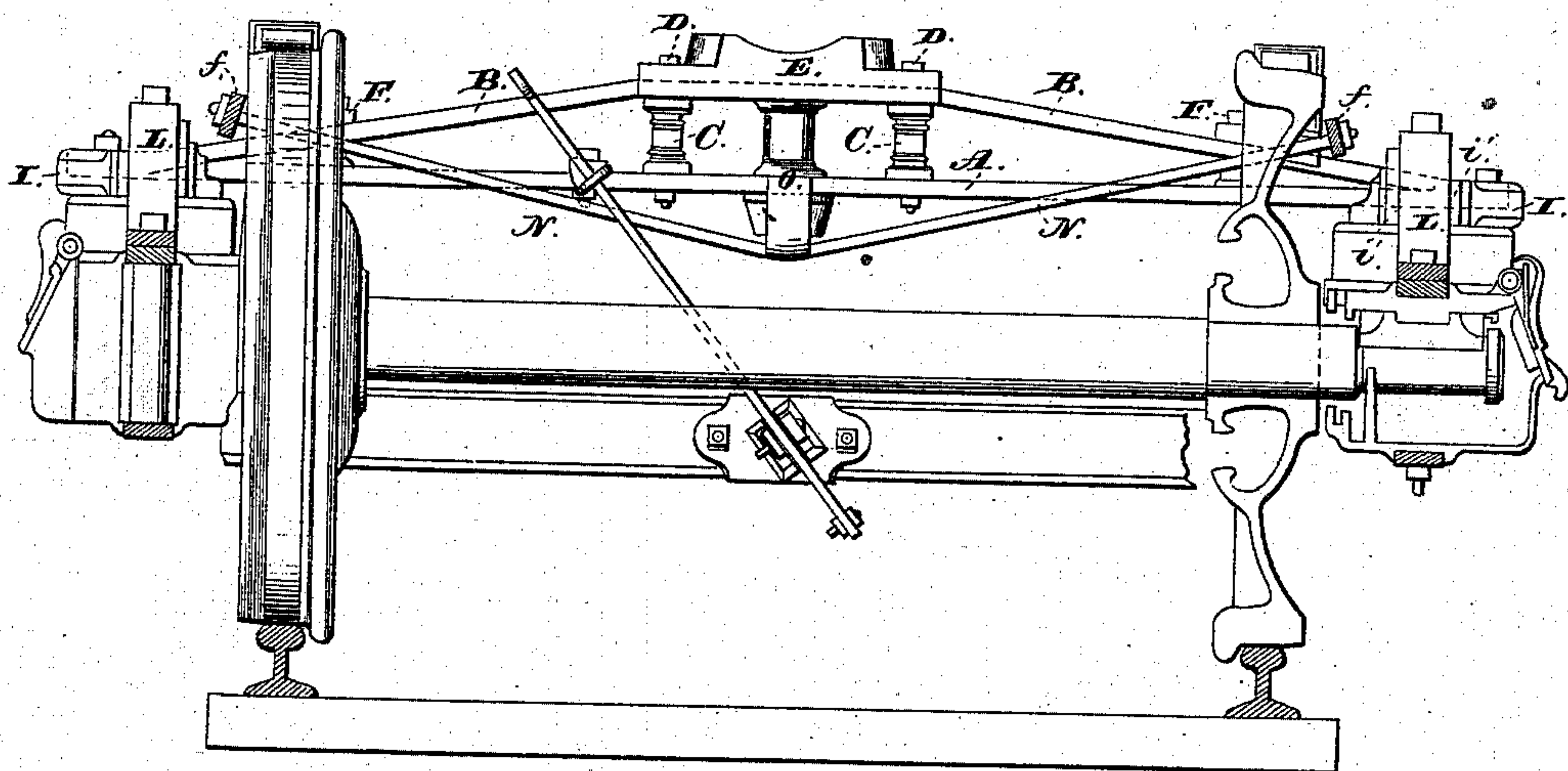


Fig. 2.



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Fig. 3.

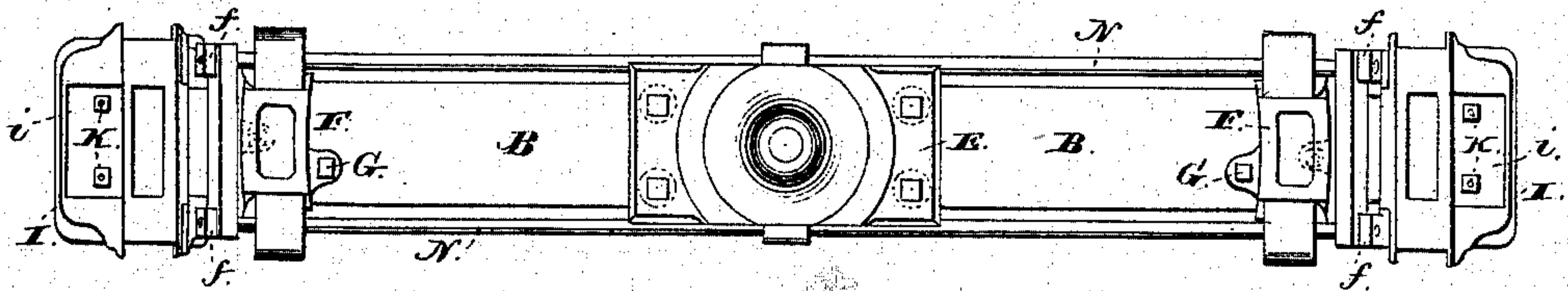


Fig. 4.

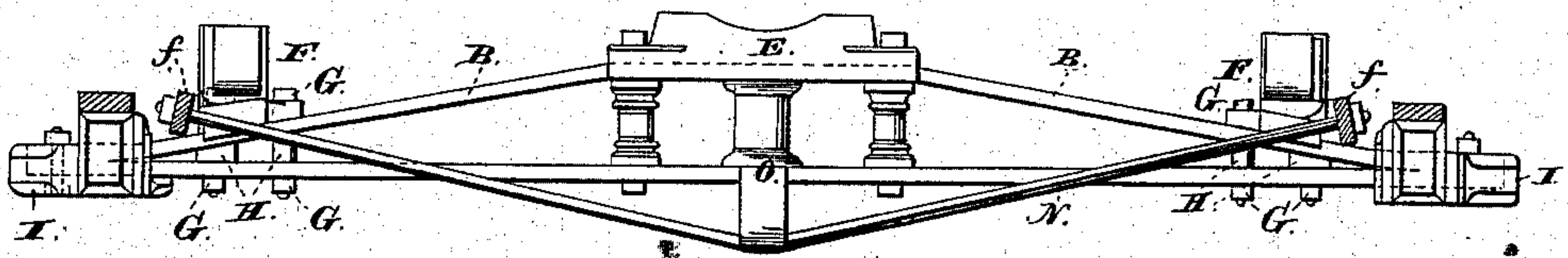
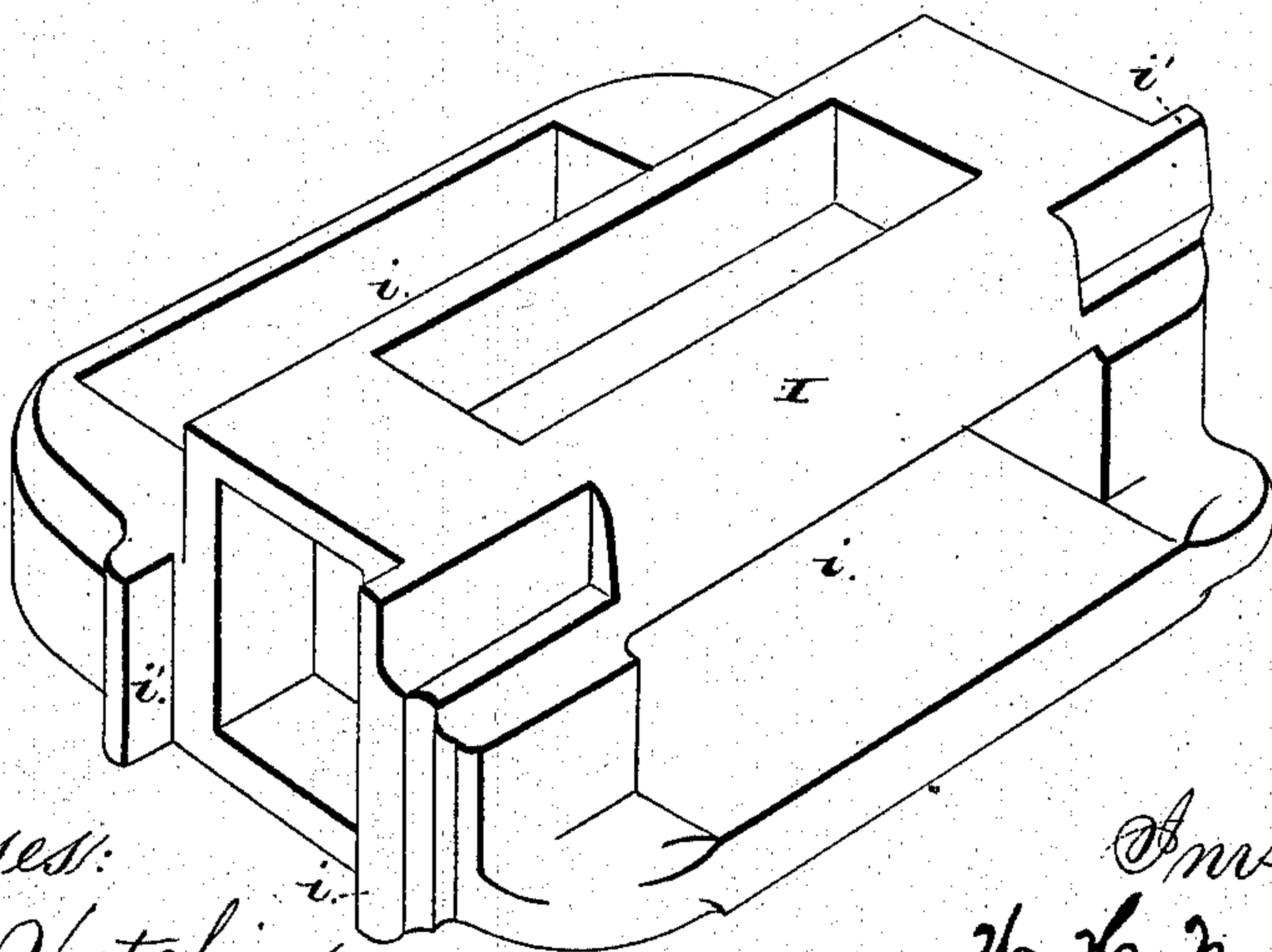


Fig. 5.



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UNITED STATES PATENT OFFICE.

WILLIAM H. MONTZ, OF LEHIGHTON, PENNSYLVANIA.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 291,382, dated January 1, 1884.

Application filed September 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. MONTZ, of Lehighton, in the county of Carbon, and in the State of Pennsylvania, have invented certain new and useful Improvements in Trucks for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side elevation of a truck containing my improvements. Fig. 2 is an end elevation, partly in section, of the same. Fig. 3 is a plan view of the bolster detached from the truck. Fig. 4 is a side elevation of the same, and Fig. 5 is a perspective view of the cap separated from the bolster.

Letters of like name and kind refer to like parts in each of the figures.

The design of my invention is to increase the strength and durability of the car-trucks; and to this end said invention consists, principally, in the cap employed for connecting the bolster with the frame of the truck, substantially as and for the purpose hereinafter specified.

It consists, further, in the bolster, constructed as shown, and combined with the truck, in the manner and for the purpose substantially as hereinafter set forth.

It consists, finally, in a car-truck in which are combined the cap, bolster, and frame, substantially as and for the purpose hereinafter shown.

In the use of the car-truck shown in the annexed drawings—known as the "Diamond Truck"—it has heretofore been customary to employ a wooden bolster, which, in consequence of its lack of strength, would spring downward and allow the car-body to rest upon the side bearings of the truck, and thus destroy the center-bearing character of the latter.

In place of the wooden bolster described, I employ a metal bolster composed of a straight flat bar of metal, A, and an arched metal bar, B, of like or smaller size, which bars are connected together at their ends by welding, bolts, or other like means, and at or near their longitudinal centers are connected and held in relative vertical positions by means of posts

C, that are placed between the same, and bolts D, which pass vertically through said bars and posts and through a center plate, E.

At suitable points near the ends of the bolster I place side bearings, F, which are secured in position by means of bolts G, that pass vertically through said bearings, the plates A, and through interposed posts or thimbles H.

In connection with each end of the trussed bolster described, I employ a cast-metal cap, I, which has the general form shown in Fig. 5, and is provided with a horizontal recess, *i*, that corresponds to and receives the end of said bolster, to which end said cap is screwed by means of two bolts, K, that pass vertically through said parts. The cap I fits between the arch-posts L of the frame and rests upon a spring, M, and is provided at each side with flanges *i'*, which embrace the outer and inner faces of said posts and prevent longitudinal motion of the bolster, while permitting the same to move freely in a vertical direction. The bolster as described possesses sufficient rigidity to enable it to support with safety its proportion of the load of a car having a carrying capacity of fifty thousand pounds or less; but when used with cars having greater capacity than that named a truss-rod, N, is placed upon each side of said bolster, with its ends passing through lugs *f*, that are cast upon the side bearing, F, and its central portion extended beneath a post, O, which extends downward from the center of the bar A or from the central post, C.

The construction of bolster and cap shown materially increases the strength and durability of the truck, and enables the same, without other change, to be adapted for use beneath cars having any desired carrying capacity.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. As a means for connecting the bolster with the truck-frame, the cap I, having the form shown, and provided with the recess *i* and side flanges, *i'*, substantially as specified.

2. As an improvement in car-trucks, the hereinbefore-described bolster, composed of the bars A and B, connected together at their

ends, and having their centers united and held in relative vertical positions by means of the posts C and bolts D, in combination with the truss-rods N, substantially as and for the purpose shown.

3. The hereinbefore-described car-truck, in which the trussed bolster, cap, and frame are constructed and combined in the manner and for the purpose substantially as set forth.

In testimony that I claim the foregoing I do have hereunto set my hand this 24th day of May, 1883.

WILLIAM H. MONTZ.

Witnesses:

THOMAS C. BECK,
GEO. S. PRINDLE.