(No Model.)

H. C. McCARTY.

CAR TRUCK.

No. 314,459. Patented Mar. 24, 1885.

Fig. 1.

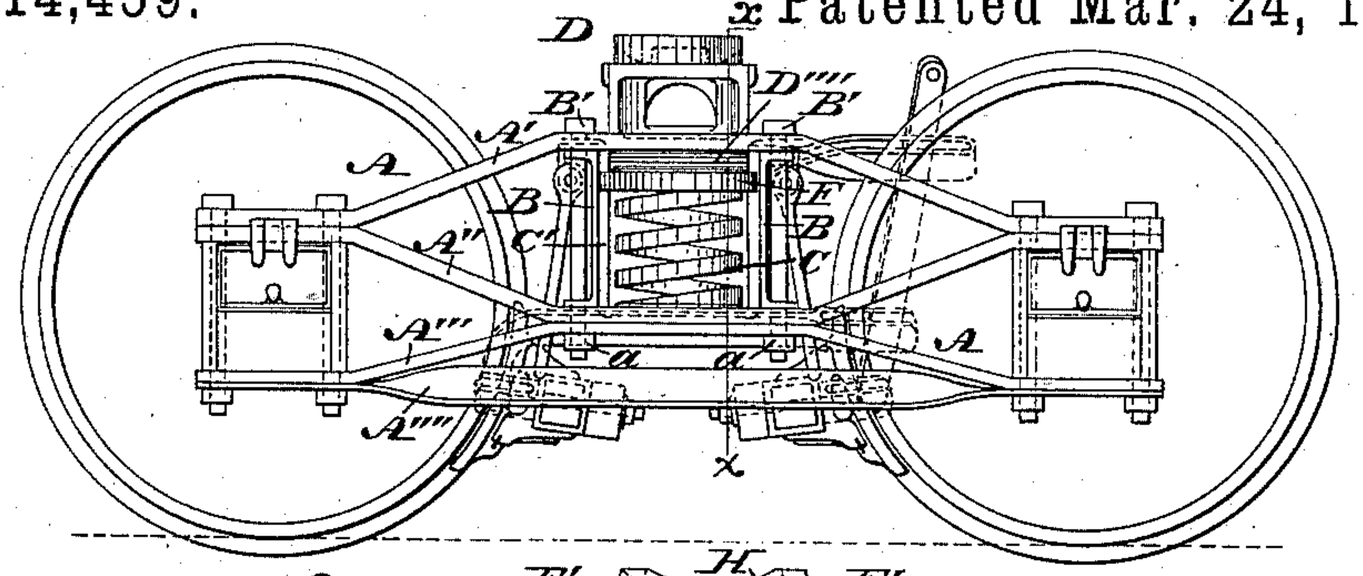

Fig. 2.

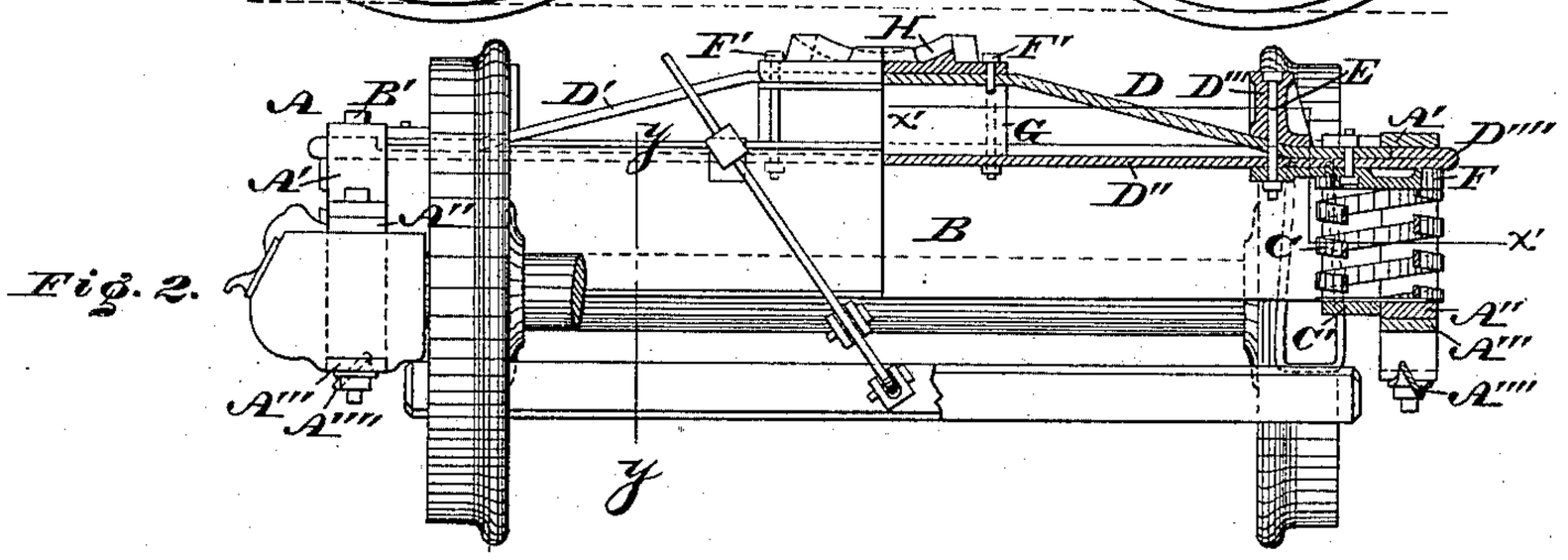

Fig. 3.

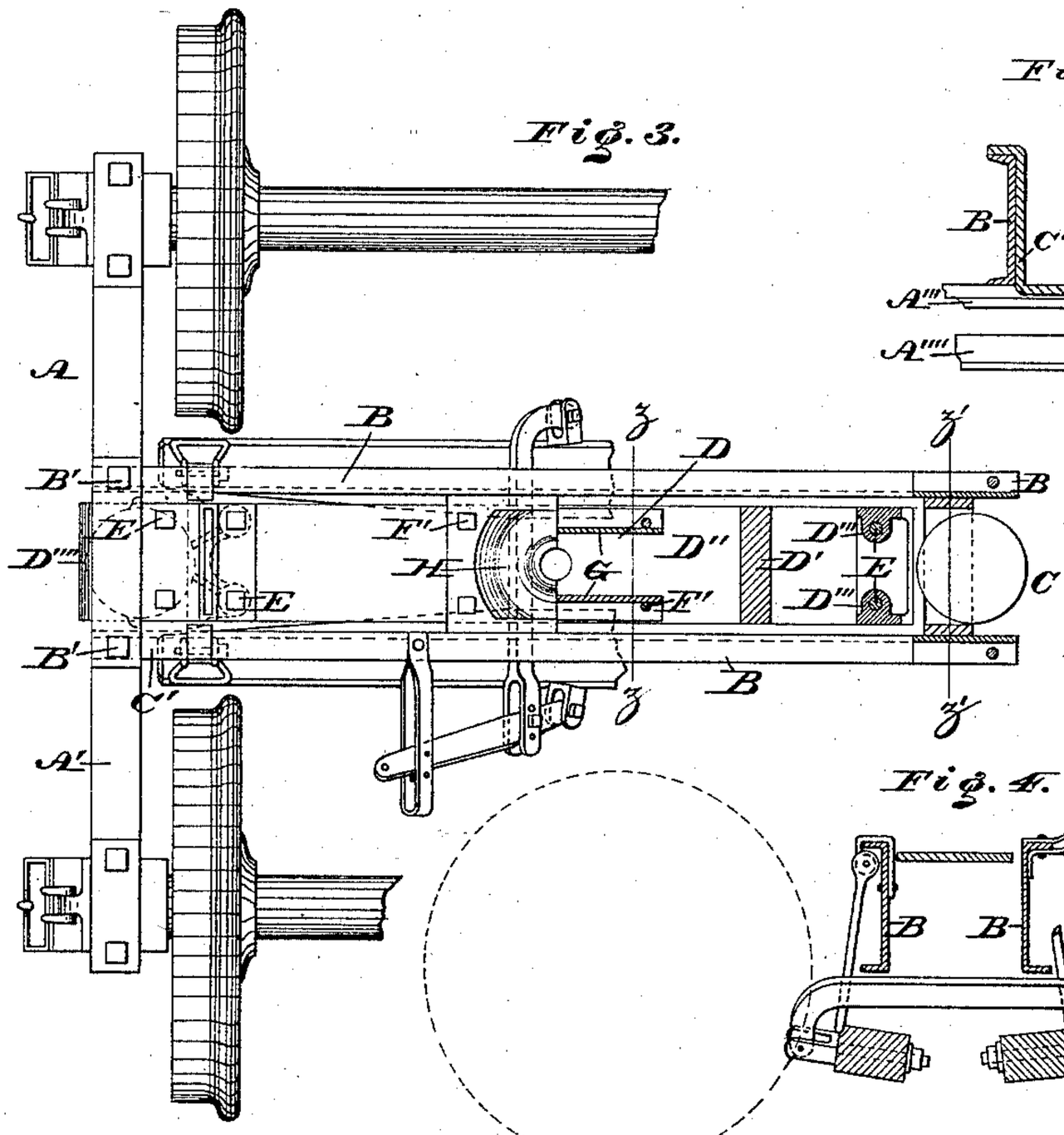

Fig. 6.

Fig. 5.

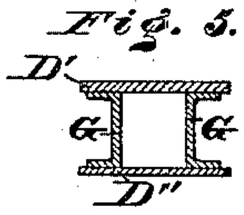

Fig. 4.

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CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 314,459, dated March 24, 1885.

Application filed June 5, 1884. (No model.)

To all whom it may concern:

Be it known that I, HARRY C. MCCARTY, a citizen of the United States, residing in the city of Williamsport, county of Lycoming, and State of Pennsylvania, have invented a new and useful Improvement in Car-Trucks, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation of a car-truck embodying my invention. Fig. 2 is a partial end view and partial transverse section thereof in line *x x*, Fig. 1. Fig. 3 is a partial top view and partial horizontal section thereof in line *x' x'*, Fig. 2. Fig. 4 is a vertical section of a detached portion in line *y y*, Fig. 2. Fig. 5 is a vertical section of a portion in line *z z*, Fig. 3. Fig. 6 is a vertical section of a portion in line *z' z'*, Fig. 3.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of a bolster of a truck more especially designed for a freight-car, which is strong and durable, as will be hereinafter fully set forth.

Referring to the drawings, A represents the side trusses of a car-truck, the same being formed of the upper pair of irons, A' A'', and the lower pair of irons, A''' A'''', the boxes being fitted between the ends of the two pairs of irons.

Interposed between the arched or central portions of the irons A' A'' are bars B B, of angle or channel iron, which are secured to said irons by means of bolts B', which are passed through the upper irons, A', the flanges of the bars B, the lower irons, A'', and also through the irons A''', and tightened by the nuts *a*, thus firmly connecting said irons and bars.

The spring C rests partly on the upper irons, A'', and partly on supports C', which are secured to the angle-irons or bars B, said supports and irons forming broad surfaces to sustain the springs.

The angle-irons or bars B stiffen and strengthen the side trusses, and are also serviceable as means of connection of the brake-rigging with the truck.

D represents a bolster whose ends are sustained on the springs C, the same being formed of the top arched bar, D', and lower iron bar, D'', which are connected by the bolts E, the latter passing through said bars D' D'' and columns D''', rising from the bars D', and tightened by suitable nuts.

Secured to the under side of the bolster, at the ends thereof, are castings or heads F, which are fitted to the top of the springs C, and serve to guide the bolster and hold the springs in position.

Interposed between the bars D' D'' of the bolster, at the centers thereof, are bars or angle-irons G, which are bolted to said bars firmly and securely connecting the same, and strengthening the center of the bolster, whereby it is well enabled to sustain the load to which it is subjected, the center plate, H, being also bolted or otherwise firmly connected with the bolster, the bolts F' passing through said center plate, the upper bars, D', the flanges of the bars or angle-irons G, and the lower bars, D'', forming a strong structure.

The ends of the bar D'' are turned back, forming laps D'''', against which the ends of the upper bar, D', are thrust as abutments, thus increasing the strength of the end connections of the two bars.

The term "angle-iron" above employed also embraces shapes of iron known as "channel-bars."

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

1. In a car-truck, the side trusses consisting of irons A' A'' A''' A'''', in combination with the angle-irons B, each of which extends across the space between the upper irons, A' and A'', and the bolts B', which pass through the flanges of said angle-irons and also through irons A', A'', and A''', substantially as set forth.

2. In a car-truck, a bolster consisting of upper and lower bars and supporting angle-irons between the bars, said angle-irons being parallel to said upper and lower bars and bolted thereto through their flanges, substantially as and for the purpose set forth.

3. The upper bolster-bar, D', having horizontal ends, in combination with the lower bolster-bar, D'', having its ends extended beyond the ends of the bar D', and folded back against them, these two bars composing the whole bolster, substantially as shown.

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Witnesses:
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