

(No Model.)

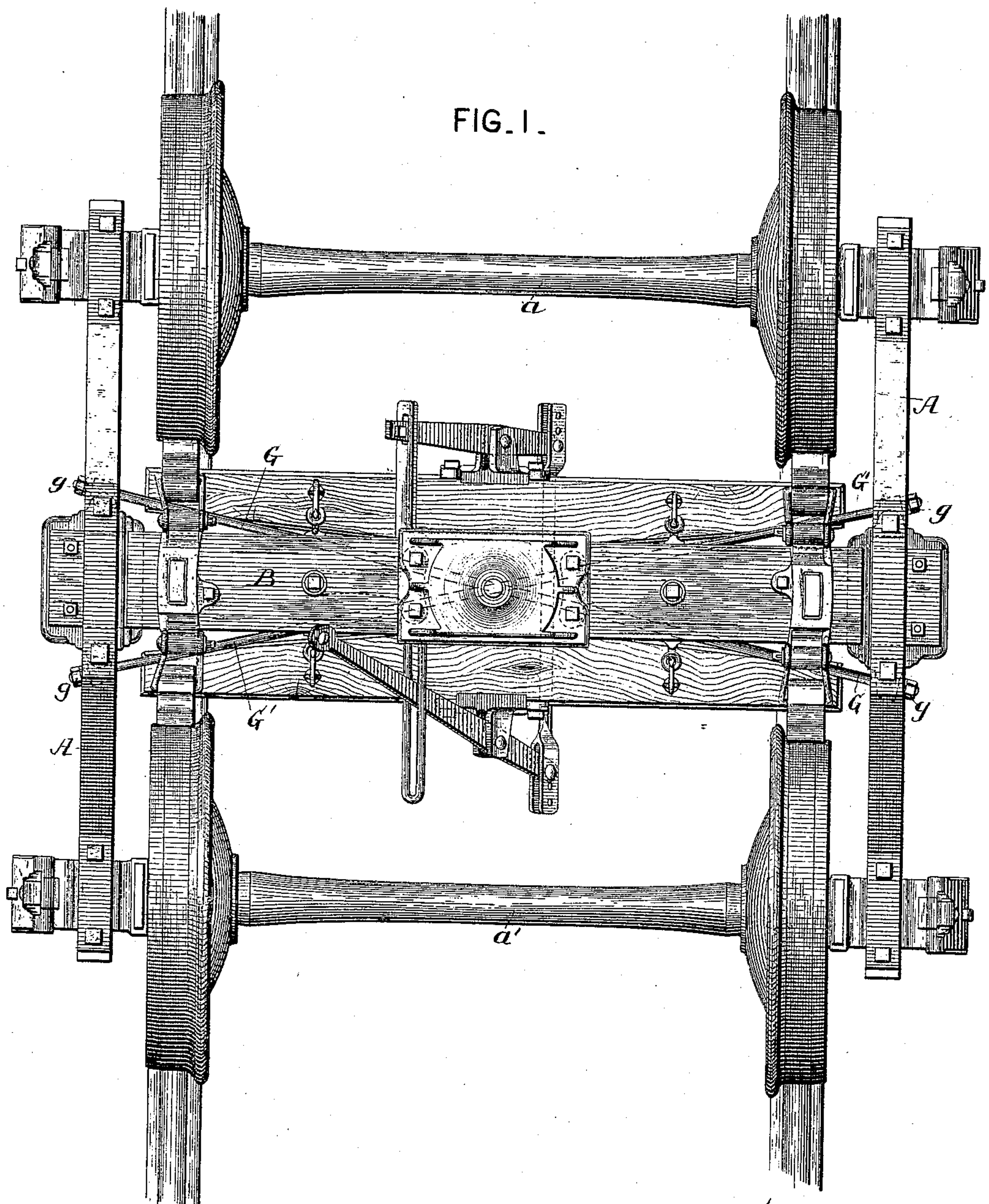
4 Sheets—Sheet 1.

W. H. MONTZ.

CAR TRUCK.

No. 322,741.

Patented July 21, 1885.



Attest:

Geo. P. Smallwood.
H. W. Jenner.

Inventor:

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(No Model.)

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CAR TRUCK.

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FIG. II.

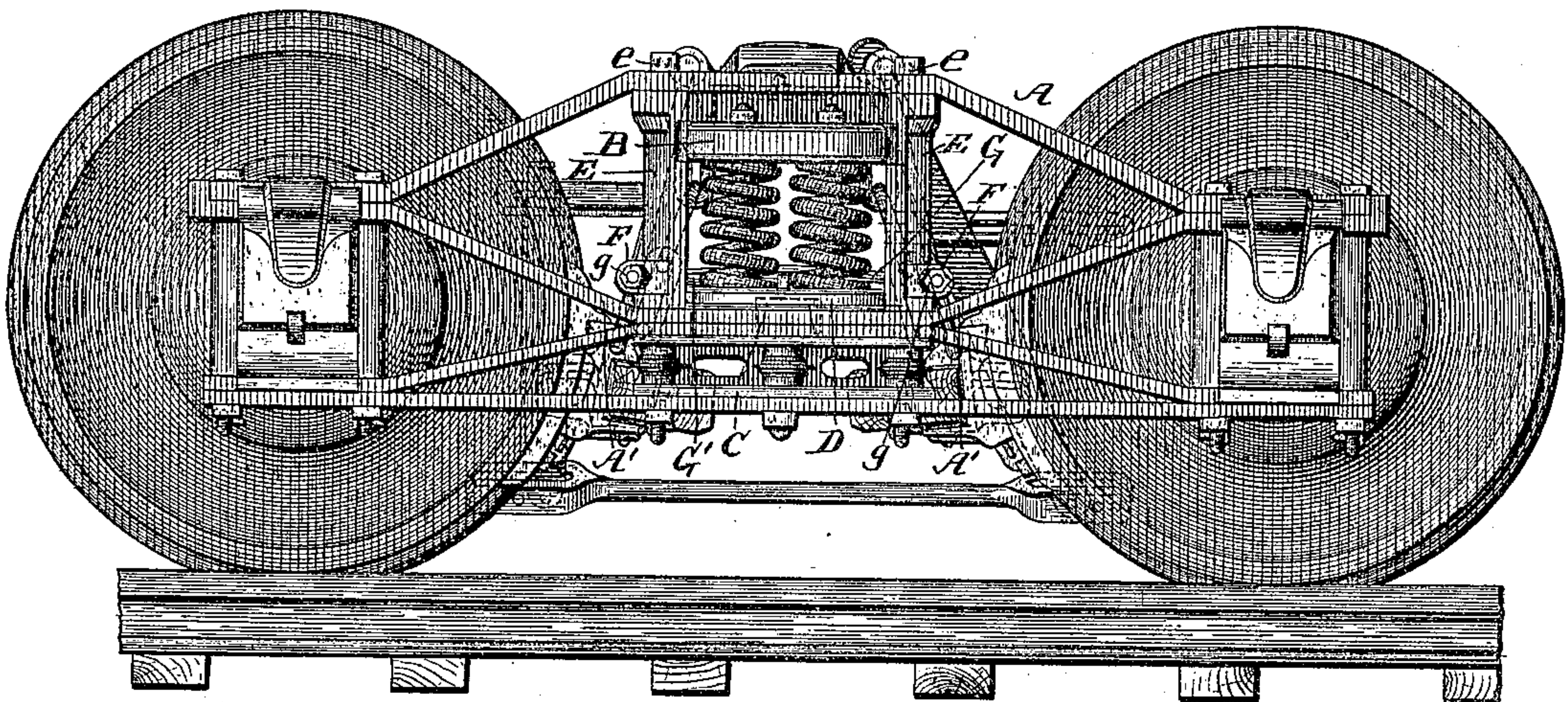
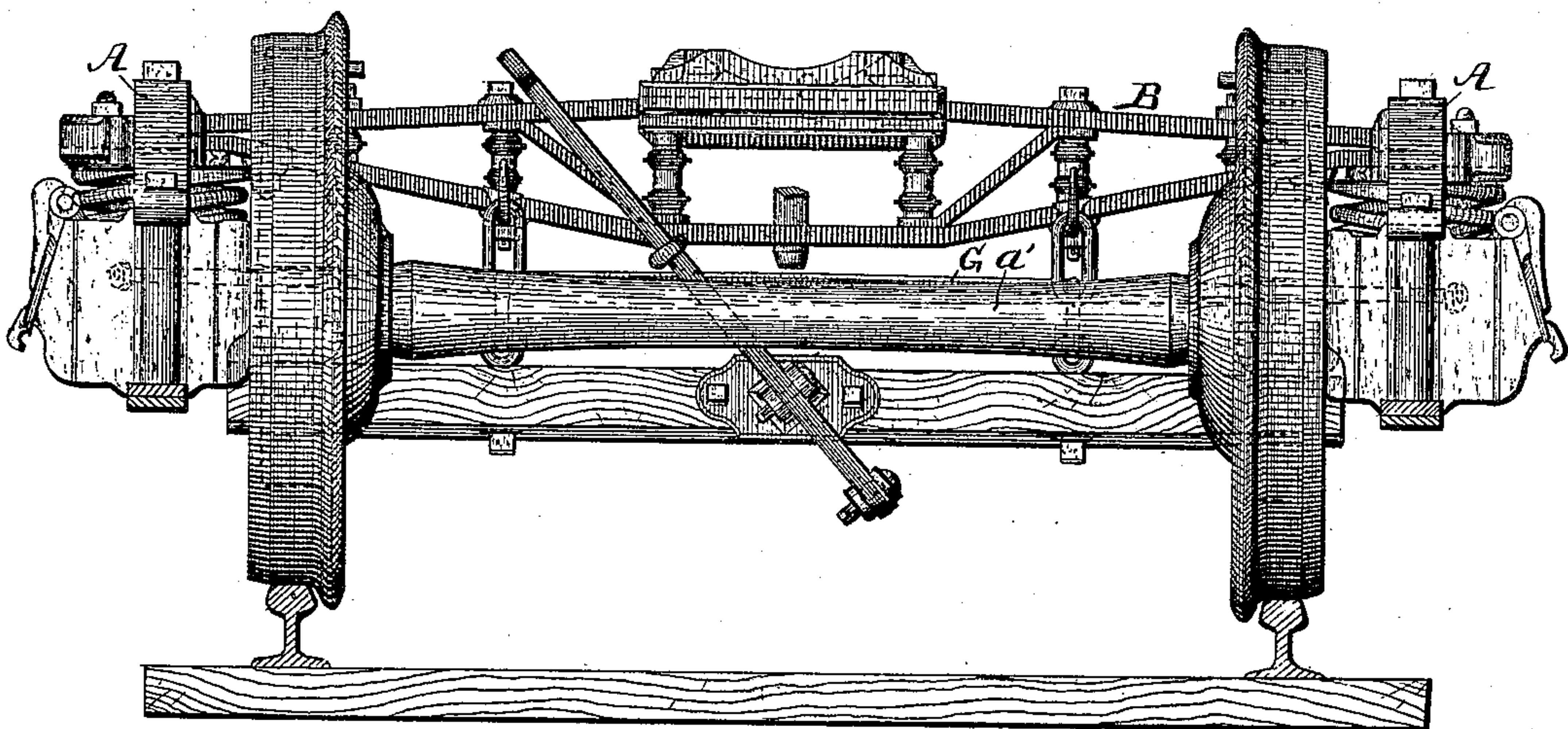


FIG. III.



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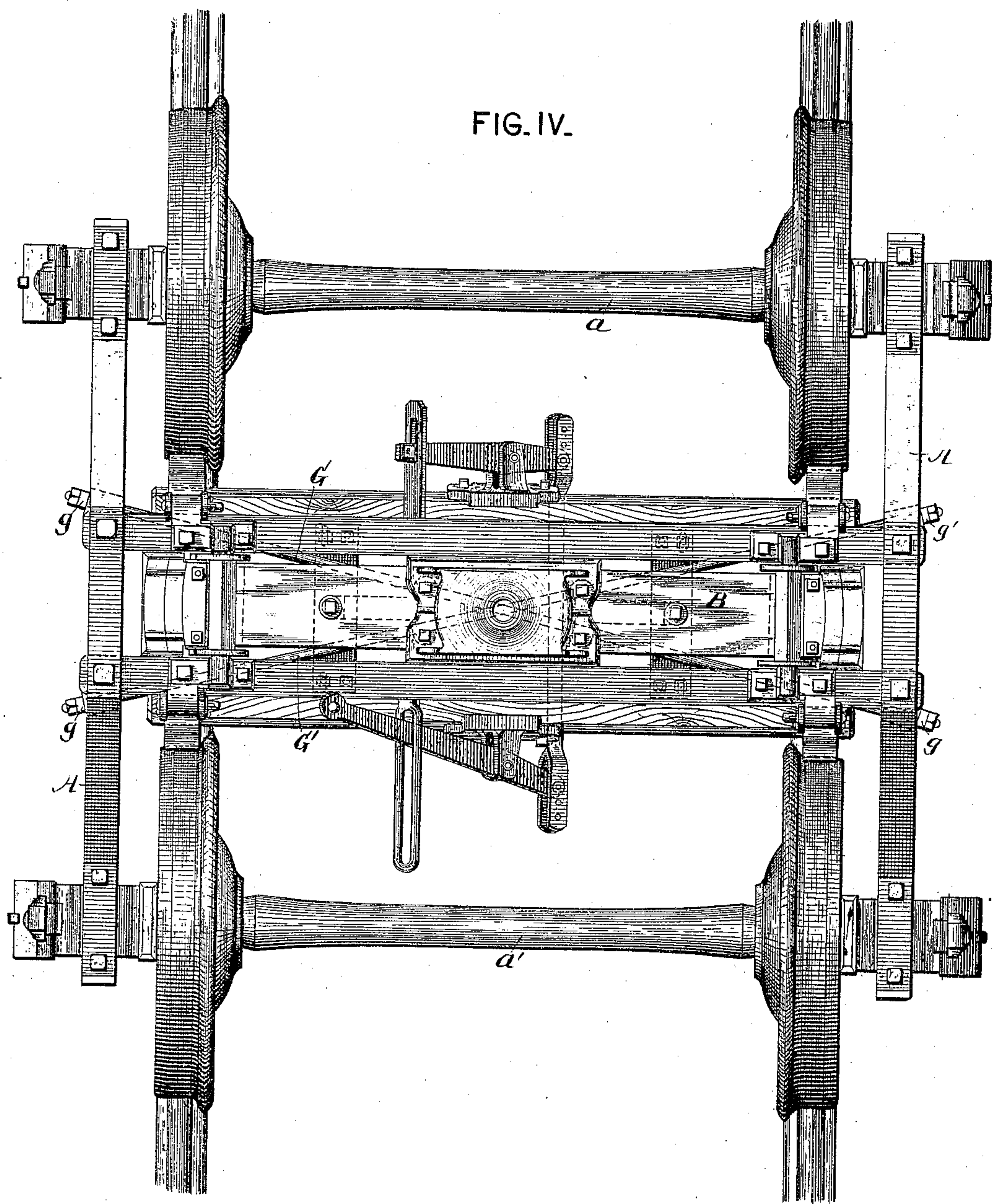
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CAR TRUCK.

No. 322,741.

Patented July 21, 1885.



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4 Sheets—Sheet 4.

CAR TRUCK.

No. 322,741.

Patented July 21, 1885.

FIG. V.

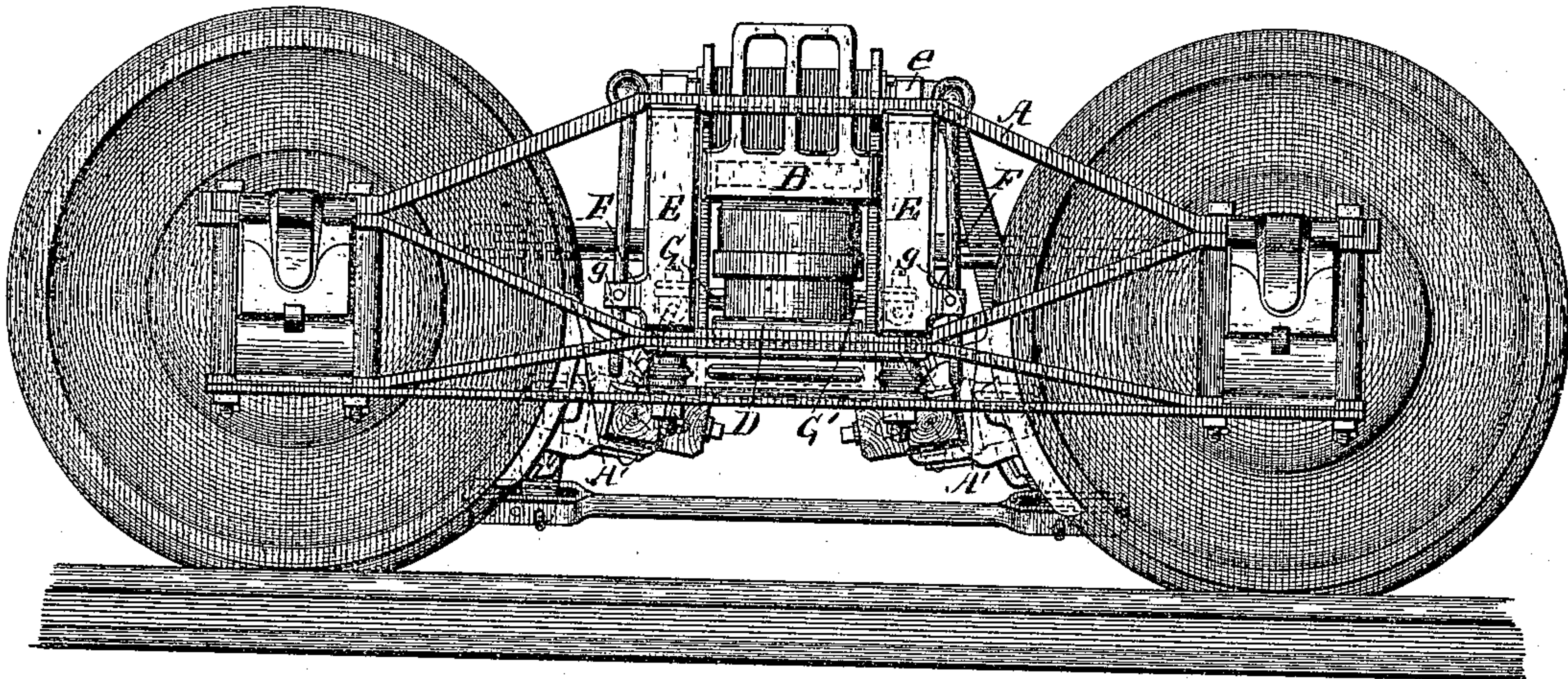
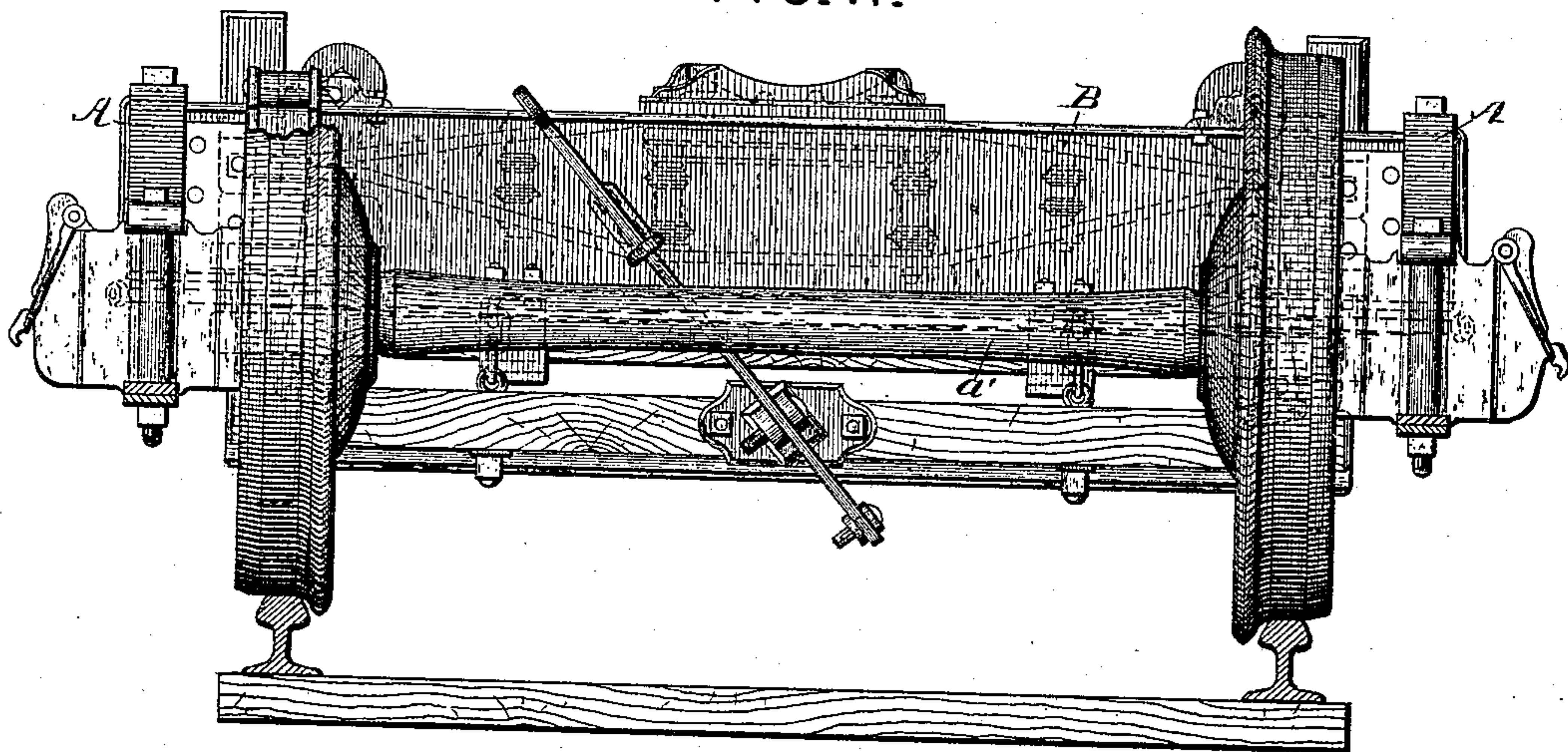


FIG. VI.



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UNITED STATES PATENT OFFICE.

WILLIAM H. MONTZ, OF LEHIGHTON, PENNSYLVANIA.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 322,741, dated July 21, 1885.

Application filed April 17, 1885. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. MONTZ, a citizen of the United States, residing at Lehigh-ton, in the county of Carbon and State of Penn-
5 sylvania, have invented certain new and use-
ful Improvements in Car-Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which
10 it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specifica-
tion.

15 My invention relates to iron trucks for rail-
way-cars, and particularly to the iron diamond truck; and it consists in the improvements hereinafter set forth, whereby the loosening and twisting of the parts of the truck result-
20 ing from the torsional strain incident to turn-
ing curves are prevented, and a strong truck is provided which is capable of carrying very heavy loads.

In the accompanying drawings, forming part
25 of this specification, Figure I is a plan view of a railway-truck embodying my invention, of the kind known as a "diamond truck." Fig. II is a side view of the same, showing the ends of brace-rods; and Fig. III is an
30 end view of the truck. Figs. IV, V, and VI are respectively plan, side, and end views of a railway-truck embodying my invention, of the kind known as a "diamond swing-beam truck."

35 A represents the side frames of the truck, which are centrally connected together by means of a transverse bar or bolster, B, and channel-bar C. The axles of the truck are shown at *a a'*.

40 D represents the spring-plates on which the truck-springs rest; E E, the columns on either side of the springs, through which pass the vertical bolts *e*, each of said columns being provided on the outer side with a lug or ear,
45 F, perforated horizontally.

G G' are iron brace-rods, which are crossed, as shown in Figs. I and IV, and have their end portions passing through the perforations in said ears F, and threaded for the reception of
50 securing-nuts *g*.

Instead of having rods or braces G G' fast-
ened to the columns, they may be attached to the arch-bars of the side frames at the points A', suitable eyes being provided for the ends
55 of the brace-rods.

From the foregoing description it will be obvious that when the ordinary form of dia-
mond truck is twisted to either side under the torsional strain of turning a curve, and the truck becomes loosened or twisted out of its
60 true shape under such constant strain, it can be trued up and straightened by means of the diagonal braces or rods G G' and their respect-
ive nuts. Jam-nuts are provided to prevent the nuts *g* from working loose.
65

It will be apparent that the construction described is comparatively simple and inex-
pensive, and the parts capable of easy manipu-
lation.

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

1. The combination, in a railway-car truck having open ends, of side frames, a central connecting bar or bolster, a pair of diagonal
75 braces or rods crossing one another, and ar-
ranged in a plane parallel with the rails for bracing said frames together, and means for securing said braces or rods, substantially as set forth.
80

2. The combination, in a railway-car truck, of side frames, a central connecting bar or bolster, a pair of diagonal braces or rods, the vertical columns of the side frames having means to receive the ends of the diagonal rods,
85 and securing devices, substantially as set forth.

3. The combination, in a railway-car truck, of the side frames, A, for carrying the axle-journal boxes, the bolster B, and channel-bar C, connecting the said side frames together,
90 and the diagonal braces G, provided with nuts *g*, and arranged in a plane parallel with the rails for resisting the twisting strains, sub-
stantially as set forth.

In testimony whereof I affix my signature in
95 presence of two witnesses.

WM. H. MONTZ.

Witnesses:

C. M. SWEENEY,
F. KERSCHNER.