

(No Model.)

B. J. LA MOTHE.
CAR TRUCK.

No. 402,167.

Patented Apr. 30, 1889.

Fig. 1.

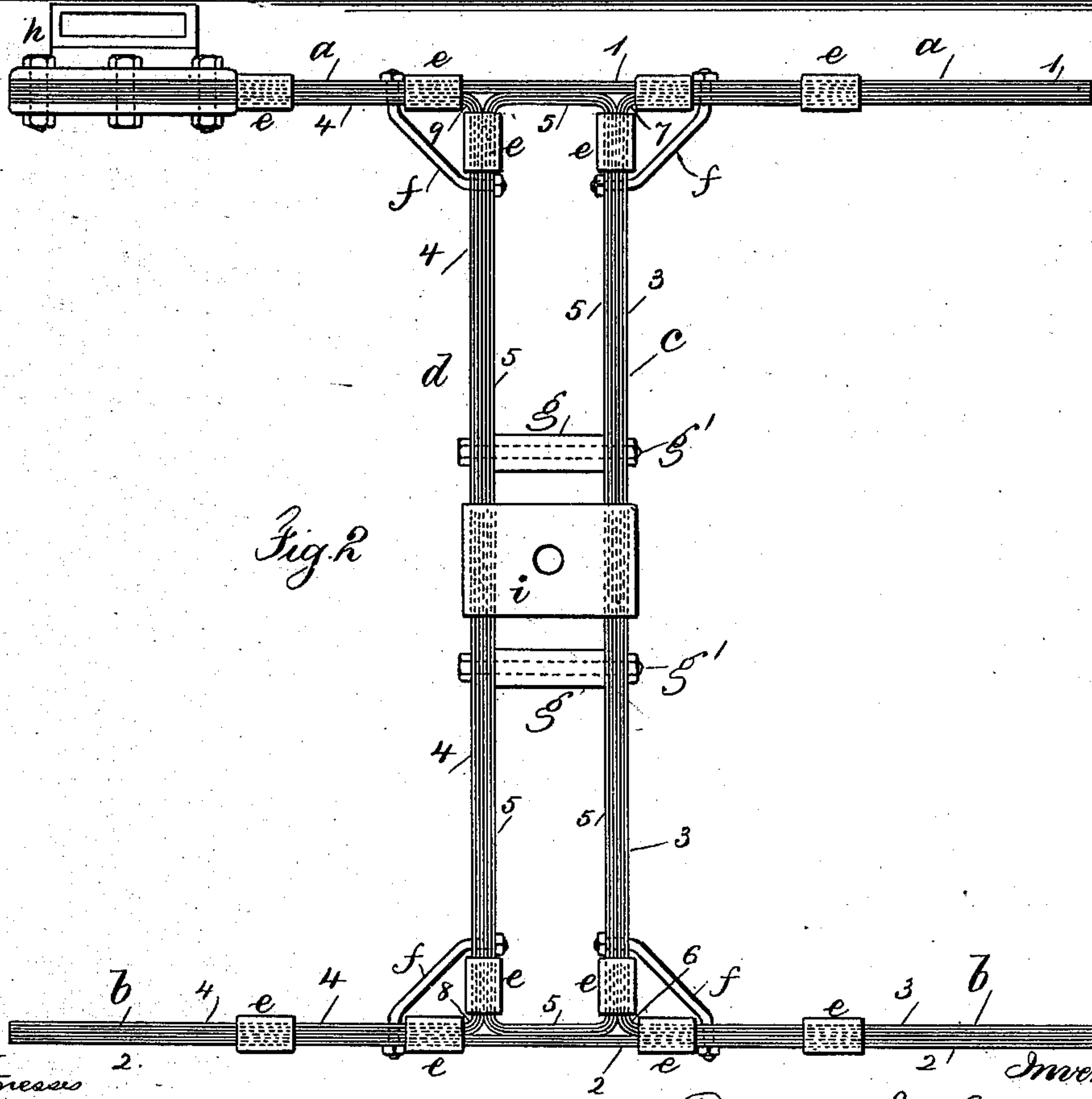
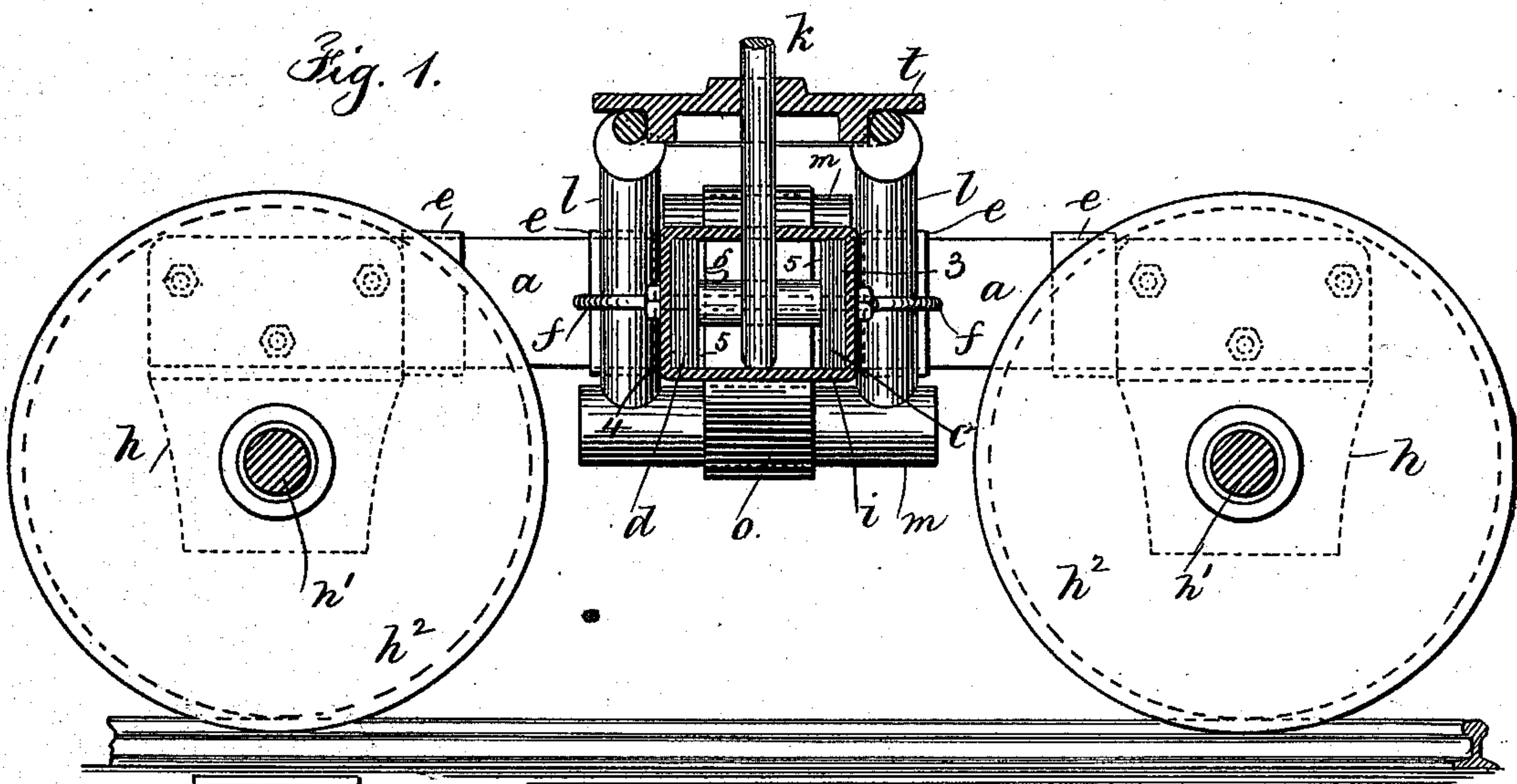


Fig. 2

Witnesses

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UNITED STATES PATENT OFFICE.

BERNARD J. LA MOTHE, OF NEW YORK, N. Y., ASSIGNOR TO THE UNITED STATES ROLLING STOCK COMPANY, OF SAME PLACE.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 402,167, dated April 30, 1889.

Application filed August 30, 1888. Serial No. 284,192. (No model.)

To all whom it may concern:

Be it known that I, BERNARD J. LA MOTHE, of the city, county, and State of New York, have invented a new and useful Improvement in Trucks for Cars; and the following is declared to be a description of the same.

Trucks for cars have generally been made of longitudinal frames or wheel-pieces and cross or transom frames, both of which have been made of wood and also a combination of wood and metal.

My invention relates to a truck made entirely of metal, and the same consists of a truck composed in its longitudinal frames or wheel-pieces and its cross or transom frames of a number of plates of metal set vertically together and secured by straps and braces, the said plates being so placed and divided that a portion of the plates forming the cross or transom frame also forms the inner portions of the longitudinal frames or wheel-pieces. The pedestals carrying the wheel-axle bearings are secured to the ends of the longitudinal frames or wheel-pieces.

In the drawings, Figure 1 is a sectional elevation through the center of the truck, and Fig. 2 is a plan of the truck-frame with one of the pedestals in place.

The truck is composed of the longitudinal frames or wheel-pieces *a b* and the cross or transom frames *c d*. These frames *a b c d* are composed of a number of plates of metal laid flatwise together and set up vertically. I have shown six plates as composing each of the aforesaid frames. The frame *a* is composed in part of the three longitudinal plates 1, and the frame *b* is composed in part of the three longitudinal plates 2. The three plates 3 are bent into the form of an elongated **U**, their ends forming with the plates 1 2 one end of each of the frames *a b*, and the three plates 4 are also bent into the form of an elongated **U**, their ends forming with the plates 1 2 the other ends of the frames *a b*, the central portions of the plates 3 4 being at right angles to their ends and bent at 6, 7, 8, and 9 form the outer parts of the cross or transom frames *c d*. The three

plates 5 are bent into a rectangular form and are laid flatwise along their sides with the plates 3 4 to form the transom-beams *c d*, and their ends are laid flatwise with the plates 1 2 to form the central portion of the frames *a b*, and these various plates are bound or tied together by straps *e* at convenient localities. I prefer, however, to place these straps, as shown in Fig. 2, one at each side of the connecting-band of the frames *a c a d* and *b c b d* and one near each of the respective ends of the frames *a b*.

I employ angular stiffening bars or rods *f* at the junction of the respective frames to impart rigidity to the truck.

At *g* there are short lengths of tube between the frames *c d*, and bolts *g'* pass through these tubes and through the frames to hold the parts together.

The pedestals *h*, carrying the wheel-axle bearings, are secured to the respective ends of the frames *a b*, the plates forming the ends of these frames being received within the slotted upper ends of said pedestals and the parts securely bolted together.

h' represents the axles, and *h''* the wheels.

At *i*, centrally of the truck, I employ a frame or case surrounding the frames *c d*, and this case *i* receives the king-bolt *k*, and there are standards *l*, cross-bearers *m*, and springs *o*, and a center truck-plate, *t*, and these latter parts are the same as are described and shown in another application filed by me of like date herewith.

I claim as my invention—

1. A truck for cars, composed of longitudinal frames or wheel-pieces *a b* and cross or transom frames *c d*, placed edgewise and connected, each of said frames being composed of several plates of metal laid flatwise and touching and connected rigidly together, substantially as specified.

2. A truck for cars, composed of longitudinal frames or wheel-pieces and cross or transom frames, said frames being composed of plates of metal laid flatwise together and placed edgewise, and straps for connecting said plates together at the intersections of the

frames and near their ends, substantially as specified.

3. A truck for cars, composed of longitudinal frames or wheel-pieces and cross or transom frames, said frames being composed of
5 plates of metal laid flatwise together and placed edgewise, straps for connecting said plates together, stiffening bars or rods *f*, tubes

g, bolts *g'*, case *i*, and pedestals *h*, substantially as and for the purposes set forth. 10

Signed by me this 20th day of August, 1888.

B. J. LA MOTHE.

Witnesses:

WILLIAM G. MOTT,

CHAS. H. SMITH.