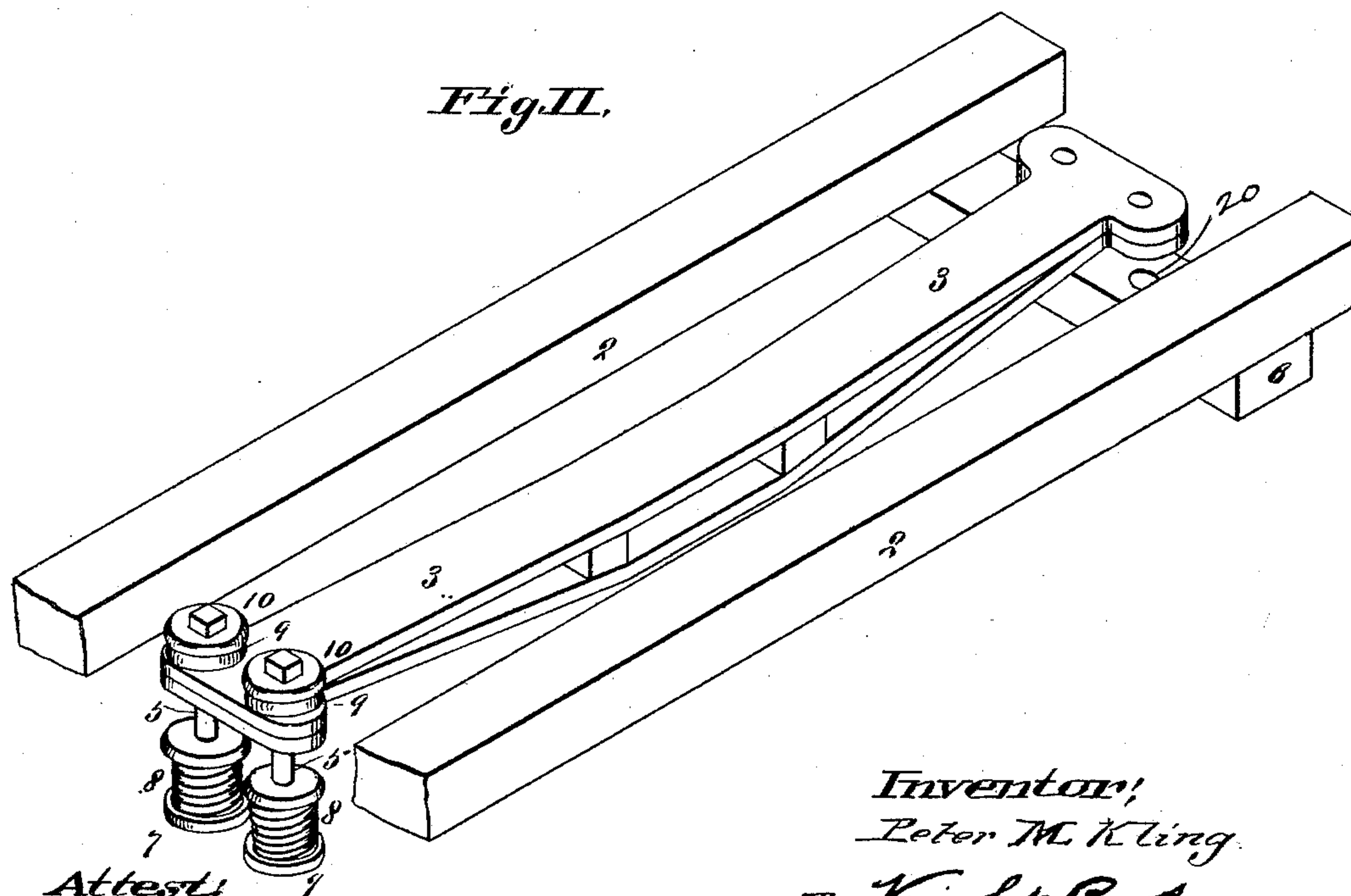
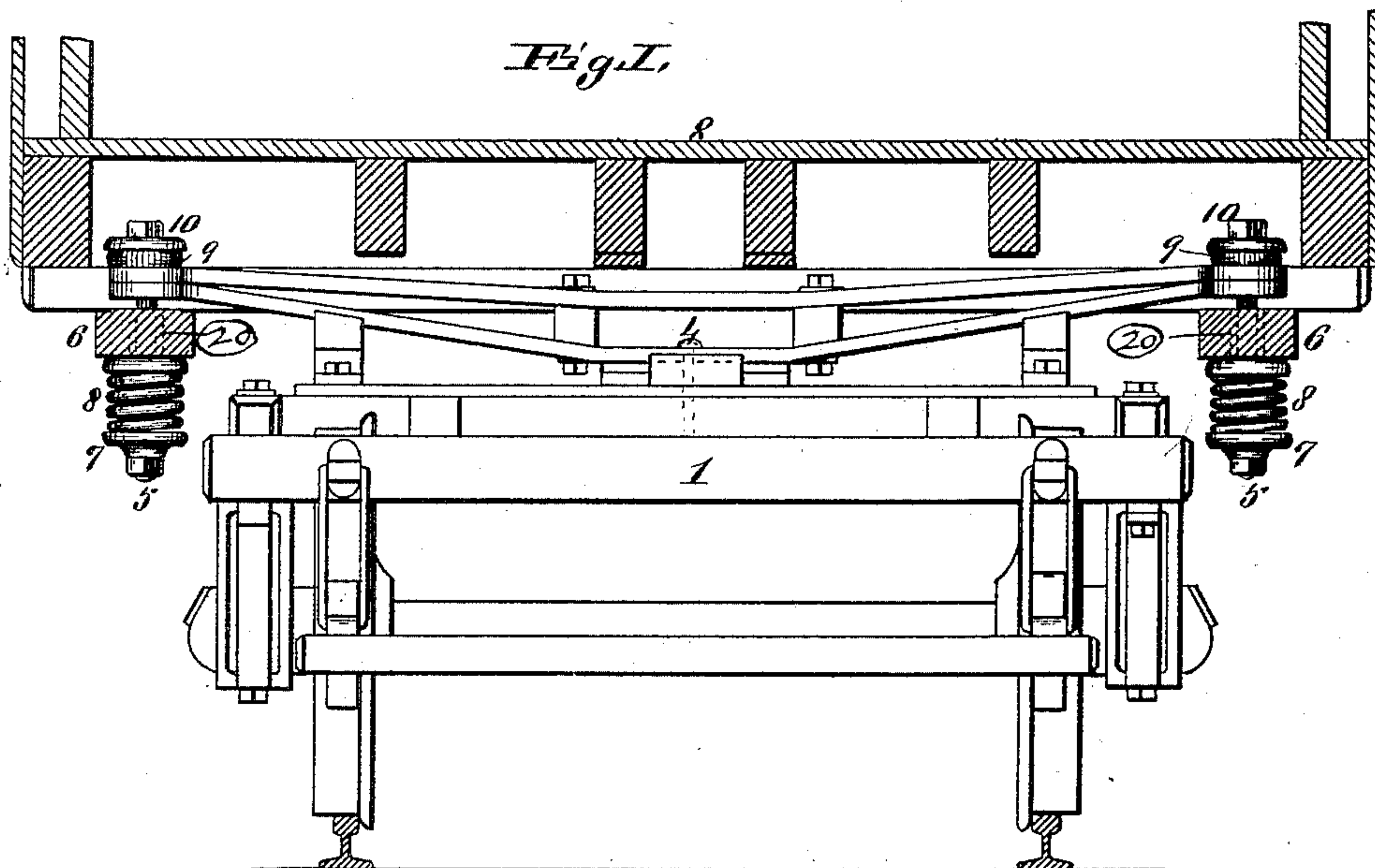


(No Model.)

P. M. KLING.
CAR TRUCK.

No. 450,941.

Patented Apr. 21, 1891.



Attest:
E. Arthur
E. D. Knight.

Inventor,
Peter M. Kling
By Knight Bros
Attys

UNITED STATES PATENT OFFICE.

PETER M. KLING, OF ST. LOUIS, MISSOURI.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 450,941, dated April 21, 1891.

Application filed March 31, 1890. Serial No. 346,106. (No model.)

To all whom it may concern:

Be it known that I, PETER M. KLING, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to certain improvements in the construction of that class of railway-cars employing trucks having four or more wheels joined to the car-body by means of a bolster and king-bolt, so that the trucks can turn independently of the body.

Broadly considered, my invention consists in making a connection between the body and the trucks of a car, which will permit of a lateral vibration of the latter without imparting such movement to the body, as more fully described hereinafter.

Figure I is a vertical section through a portion of a car-body, showing the truck in end view and illustrative of my invention. Fig. II is an enlarged perspective view showing the mechanism or one form of mechanism for producing the support between the body of the car and the truck.

Referring to the drawings, 1 represents one of the trucks of a car for steam-railways, and 2 part of the body of the car. I make no claim as inventor to either one of these parts *per se*.

3 represents laterally - extending arms, which are supported by and secured to the truck at 4 by means of a king-bolt.

5 represents bolts depending from the arms 3, and which pass through enlarged openings

20 in the longitudinal timbers 6 of the car-body, and between the lower ends or heads 7 of these bolts and the timbers 6 springs 8 are located. I prefer to use coil-springs 8; but other forms of springs may be used. I prefer, also, to place rubber or other suitable springs 9 between the upper ends or heads 10 of the bolts 5 and the arms 3. There may be any desired number of the arms 3 and their supporting springs and bolts to each truck, and it will be seen that by thus mounting the car-body on the trucks a spring-support is afforded to the body and lateral movements of the trucks will not be imparted to the body, the openings in the timbers 6 being larger than the diameter of the bolts, thus permitting the bolts to swing with the trucks without carrying the body of the car with them.

I am aware of United States Patent No. 132,643, of October 29, 1872, but do not wish to claim anything shown therein, as my claim is limited to my precise construction.

I claim as my invention—

In combination with a car-body, a truck, and a bolster, the bolts 5, depending from the bolster, the timbers 6 of the car-body having enlarged openings 20, through which said bolts pass, and springs 8, surrounding the bolts beneath the timbers 6, substantially as described, whereby a laterally-yielding and elastic connection is made between the car-body and the bolster, as specified.

PETER M. KLING.

In presence of—

THOMAS KNIGHT,
E. S. KNIGHT.