

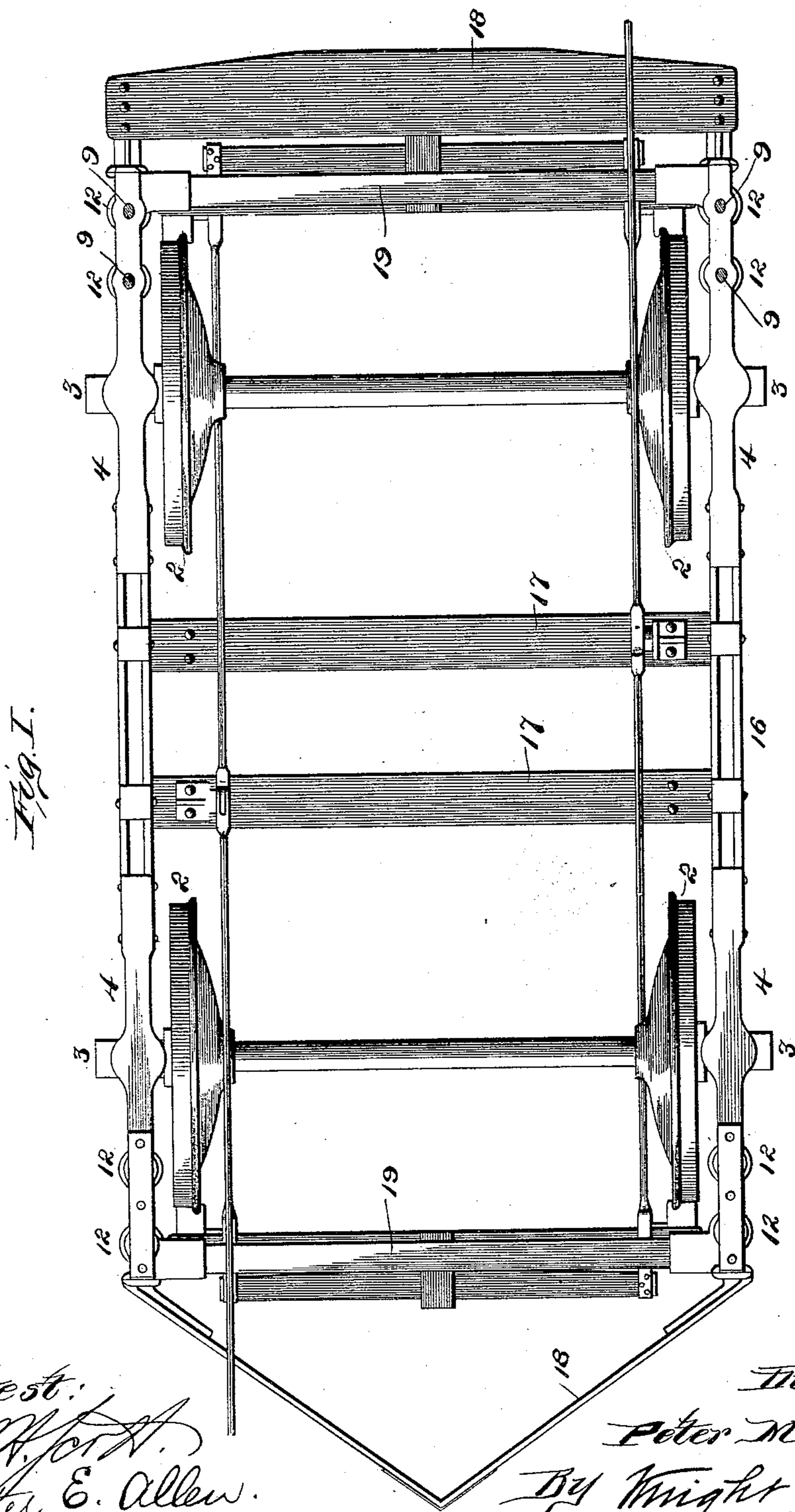
(No Model.)

2 Sheets—Sheet 1.

P. M. KLING.
CAR TRUCK.

No. 492,727.

Patented Feb. 28, 1893.



Attest:
Wm. H. Allen.
Walter E. Allen.

Inventor.
Peter M. Kling.
By Knight Bros.
Atty

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Fig. II.

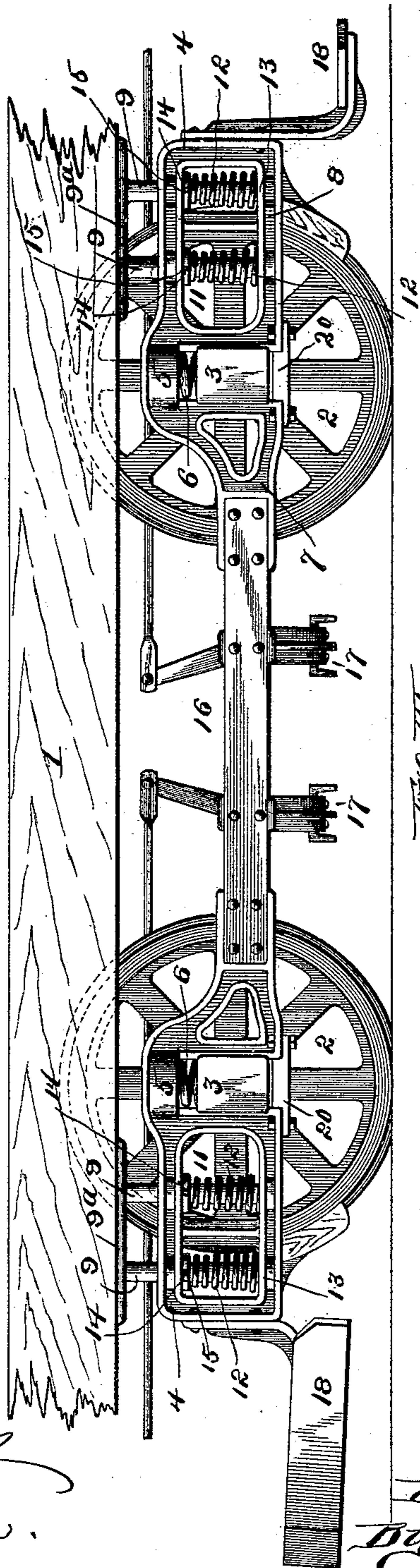
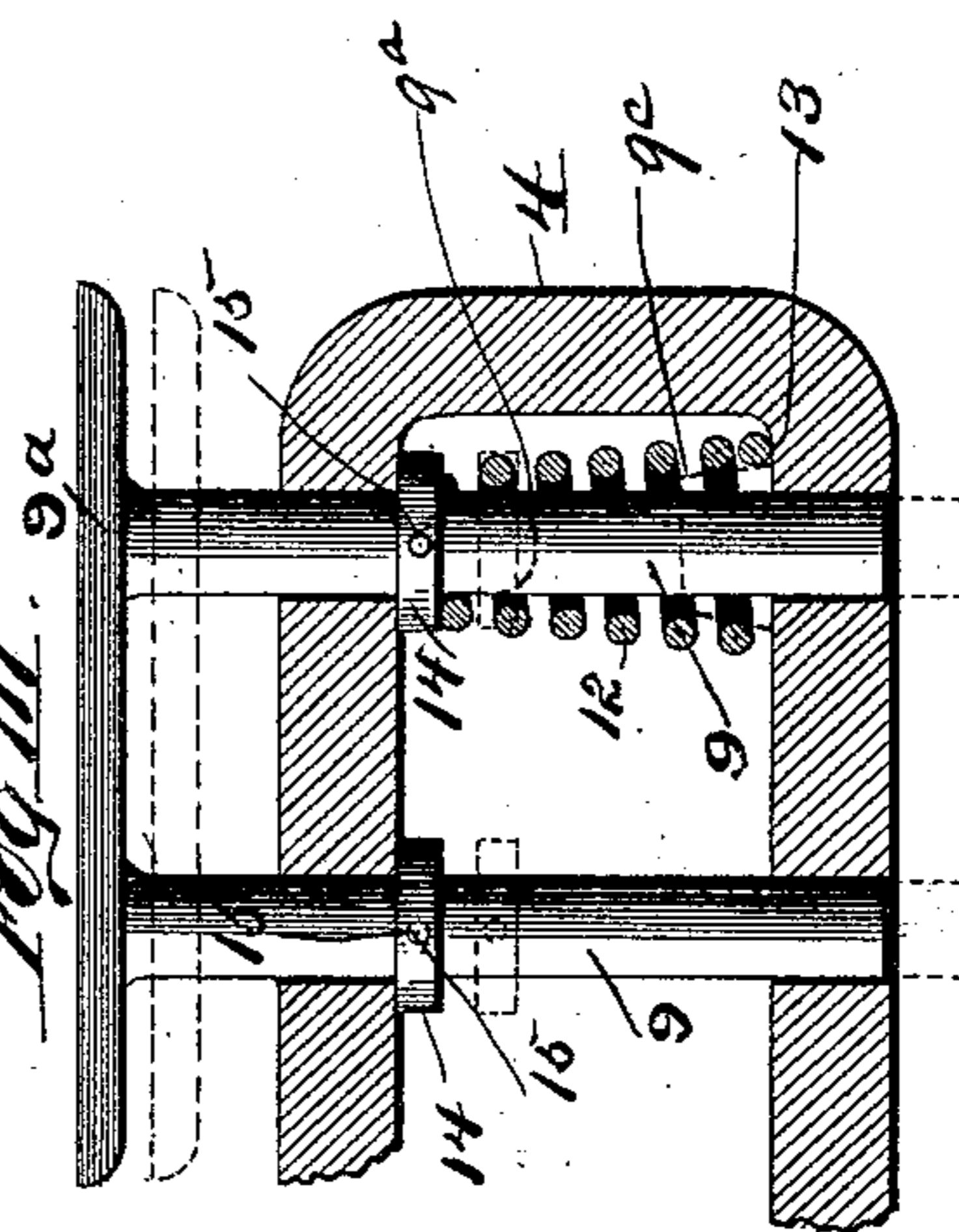


Fig. III.



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UNITED STATES PATENT OFFICE.

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

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 492,727, dated February 28, 1893.

Application filed November 9, 1892. Serial No. 451,465. (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 Car-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My present invention relates to certain improvements in trucks, intended more particularly for electric railway cars, and my present invention consists in features of novelty hereinafter fully described and pointed out in the claims.

Figure I is a top or plan view illustrative of my invention. Fig. II is a side elevation, showing part of one of the car sills. Fig. III is an enlarged, detail section of one of the corner castings.

Referring to the drawings, 1 represents part of one of the sills of a car body. 2 are the wheels, and 3 the axle boxes.

4 represents a casting (there is one for each of the four corners of the truck), which is formed with an opening for its axle box 3. Over the axle box the casting has a seat 5 for a spring 6 located between the seat and the box, as shown. The casting has a portion 7 projecting inwardly from the axle box, and a portion 8 projecting outwardly from the axle box, which latter part is perforated to receive the car body supporting posts 9 which play up and down in said perforations. This portion 8 of the casting is also cast with an opening 11 to receive springs 12 which surround the posts 9 and which bear at bottom against the casting at 13, and at top against rings 14 secured by pins 15, or otherwise, to the posts 9 within the casting. The posts 9 are cast integral with a plate 9^a by which they are secured to the car-sill.

As stated, there is a casting 4 for each corner of the truck, the two of each side of the truck being connected by distance plates 16, to which the motor supporting beams or cross pieces 17 are secured.

The life guards or fenders 18 are made fast to the ends of the castings on the opposite sides of the truck, as shown in Fig. I, and the castings may be further connected, trans-

versely of the truck, by means of beams or plates 19.

It will be noticed that, with my construction, the entire weight of the motors (so far as this weight is carried by the frame work which I have described, one end of each motor being mounted on the axle as usual, while the other end is carried on the eye-beam or cross pieces 17), is received by the springs 6, and that the springs 12, which carry the car body receive no part of the weight of the motors. The springs 6, of course, also carry the weight of the frame which I have described, (consisting of the castings 4, and distance pieces 16 and 19,) and they likewise, of course, carry the weight of the fenders and the brake mechanism which is mounted on this frame, as shown.

The castings 4 form a cheap and durable truck frame, when connected by the distance pieces, as described, well adapted to receive the axle boxes and the other parts, as explained.

20 represents plates or trusses secured to the castings beneath the axle boxes, by the removal of which the car body and the truck frame can be removed from the wheels and axle boxes.

If preferred, the posts 9 may be cut off at the point indicated by the dotted line 9^a, Fig. III, and a stud 9^c, indicated by dotted lines, Fig. III, be formed on the castings to hold the lower ends of the springs 12.

I claim as my invention—

1. In a railway truck, the combination of four castings, one for each corner of the frame, and distance plates connecting the castings, each of said castings being formed with an opening to receive the axle-box, and each having an inward extension 7, to which one end of said distance plate is secured, and each having an outward extension 8, cast with an opening to receive the car body springs, and which are perforated to receive the car body supporting posts, substantially as set forth.

2. In a railway truck frame, the combination of four castings, one for each corner of the frame, distance plates connecting the castings, posts secured to the car-body, springs surrounding said posts, rings secured to the

posts and against which the upper ends of the springs bear, each of said castings having an opening to receive the axle box, having a spring seat over said opening, having an inward extension to which said distance plates are secured, and having perforated, open, outer extensions through which said body

posts pass, and which receives said body springs and rings, substantially as and for the purpose set forth.

PETER M. KLING.

In presence of—

ED. S. KNIGHT,

ALBERT M. EBERSOLE.