

No. 621,826.

Patented Mar. 28, 1899.

P. M. KLING.
CAR TRUCK.

(Application filed Dec. 1, 1898.)

(No Model.)

Fig. I

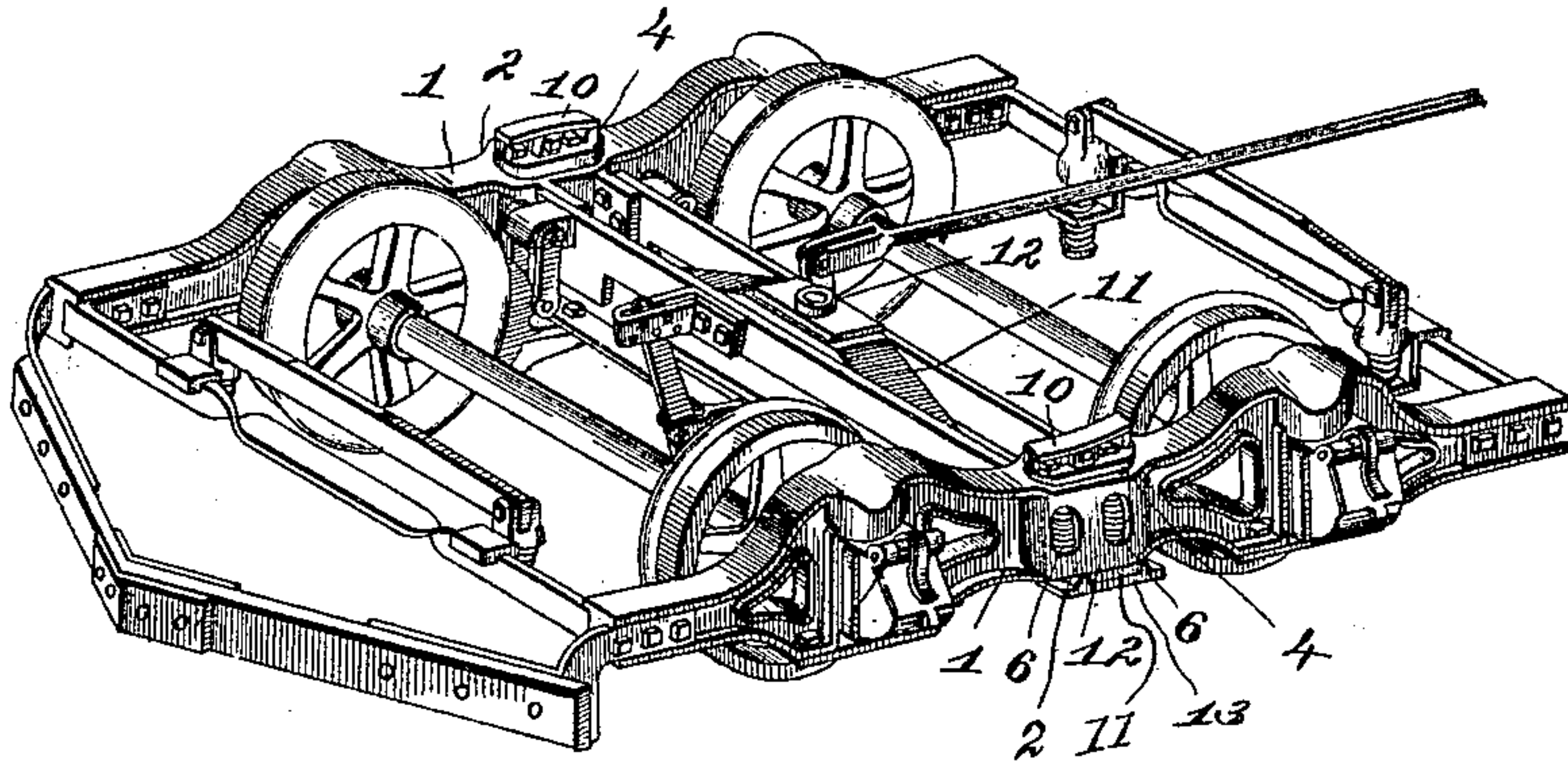
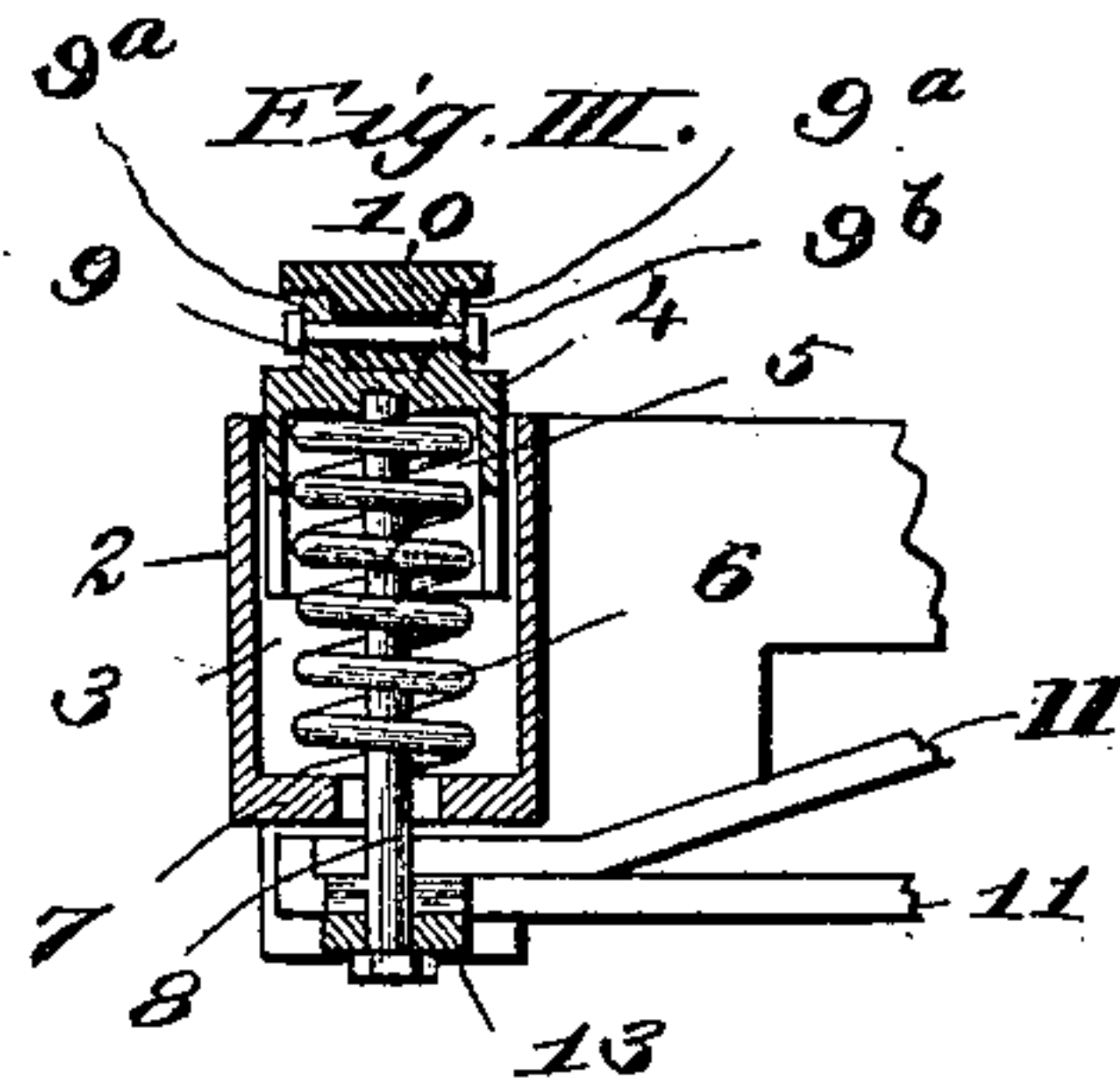
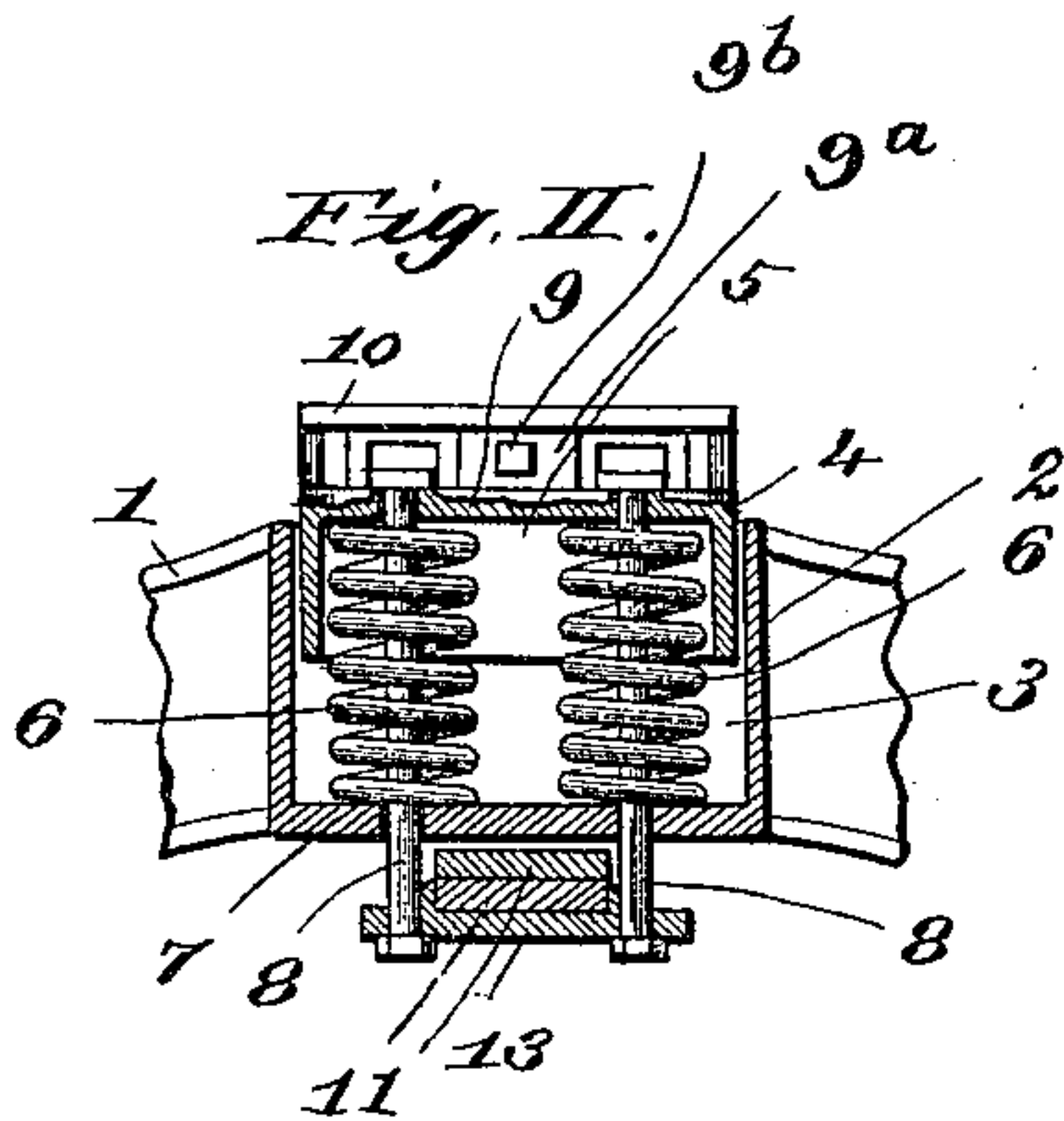


Fig. II.



Witnesses—

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UNITED STATES PATENT OFFICE.

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

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 621,826, dated March 28, 1899.

Application filed December 1, 1898. Serial No. 697,970. (No model.)

To all whom it may concern:

Be it known that I, PETER M. KLING, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements 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 an improved side bearing for car-trucks, and is more particularly intended for street-car trucks.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a perspective view of a car-truck embodying my improvement. Fig. II is an enlarged vertical longitudinal section taken through one of the side bearings. Fig. III is a vertical transverse section thereof.

1 represents the side bars of the truck. The truck, *per se*, may be of any desired construction. The central portions of the side bars are formed with integral enlargements 2, these enlargements having pockets 3, which are open at top, so as to receive blocks 4, that form the side bearings of the body-bolster. The lower faces of the blocks 4 are recessed, so as to provide inverted pockets 5 to receive the upper ends of springs 6, the lower ends of which rest on the bottoms 7 of the pockets 3. The blocks or side bearings are thus spring-supported, and they are held in the pockets by bolts 8, that pass up through a wall 9 beneath the top 10 of each block. The top 10 of each side bearing is a separate piece and is held between lugs 9^a by a bolt 9^b, the lugs extending upwardly from the wall 9, as shown in Fig. III.

11 represents the truck-bolster, having the usual king-bolt hole 12 and which is supported by the side bearings through means of the bolts 8 and cross-pieces 13, held by the bolts and upon which the ends of the bolster rest. The bolster is thus carried by the same springs that support the side bearings, so that the load carried by the car affects both alike so far as vertical strain is concerned, and thus the ver-

tical strain of the weight carried by the car-body does not cause the body to descend onto the side bearings, which recede with the descent of the body.

I claim as my invention—

1. The combination, in a car-truck, of side bars each provided with spring-supported side bearings, a bolster, and means for connecting the bolster, from beneath the side bars, to the side bearings, substantially as set forth.

2. The combination, in a car-truck, of side bars each provided with spring-supported side bearings, a bolster, and rods connecting the bolster, from beneath the side bars, to the side bearings, substantially as and for the purpose set forth.

3. In a car-truck, the combination of side bars having pockets, side bearings fitting in said pockets, springs located in said pockets and which support the side bearings, and a bolster suspended from said side bearings, substantially as set forth.

4. In a car-truck, the combination of side bars having integral enlargements formed in their central portions, side bearings fitting in pockets in said enlargements, springs located in said pockets, and which support said side bearings, a bolster, and rods supporting said bolster from said side bearings, substantially as set forth.

5. In a car-truck, the combination of side bars, side bearings, springs supported on the side bars, and a bolster carried from beneath the side bars by the side bearings, substantially as set forth.

6. In a car-truck, the combination of side bars, provided with pockets, side bearings fitting in said pockets, springs located in the pockets and upon which the side bearings rest, rods extending from the side bearings down through the side frames, cross-pieces carried by said rods, and a bolster resting upon said cross-pieces, substantially as set forth.

P. M. KLING.

In presence of—

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