

No. 693,610.

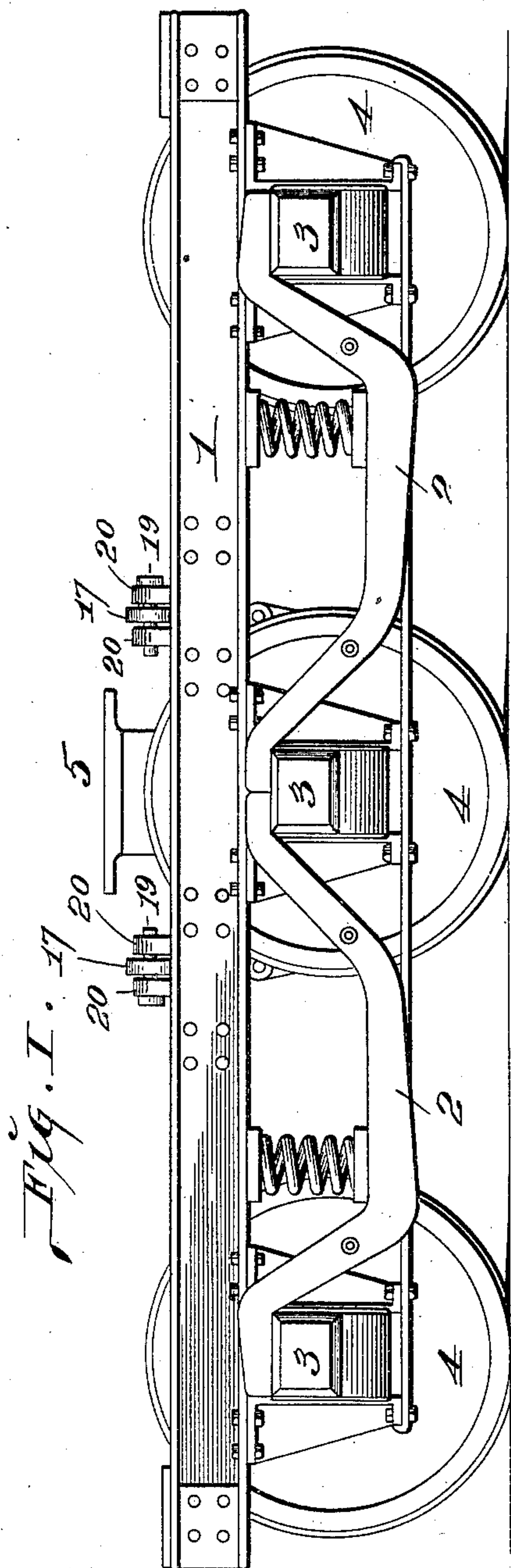
Patented Feb. 18, 1902.

P. M. KLING.
CAR TRUCK.

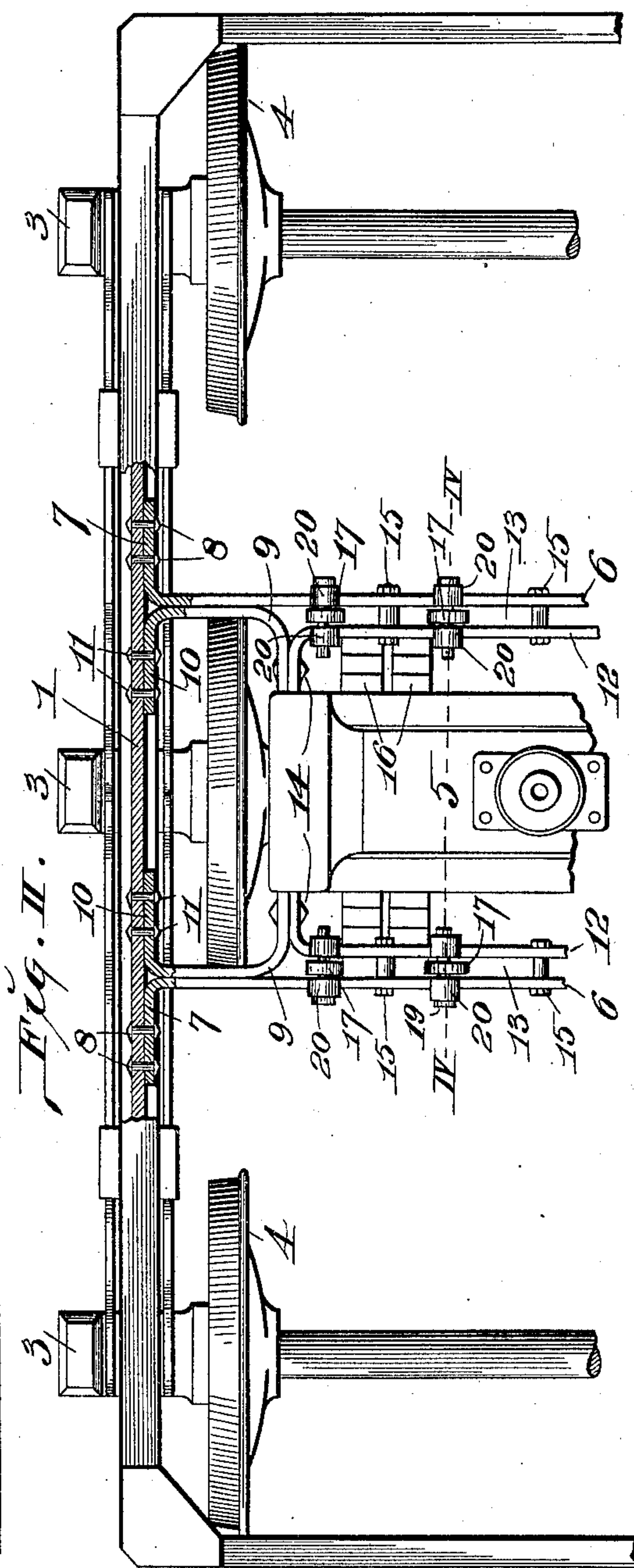
(Application filed Dec. 12, 1901.)

(No Model.)

2 Sheets—Sheet 1.



attest:—
M. P. Smith
E. S. Knight



Inventor:—
P. M. Kling:—
By Wright, B. & Co. atty's.

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Fig. III.

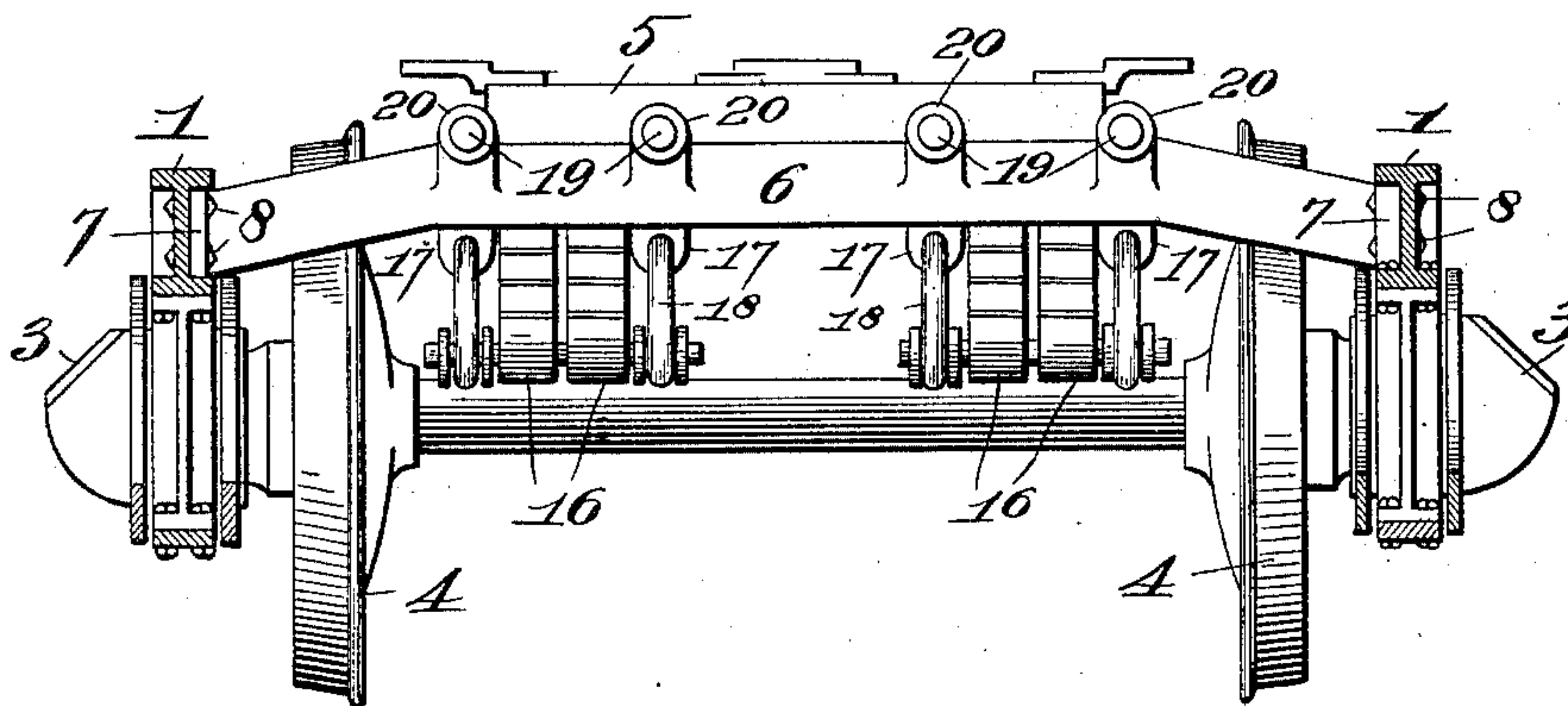
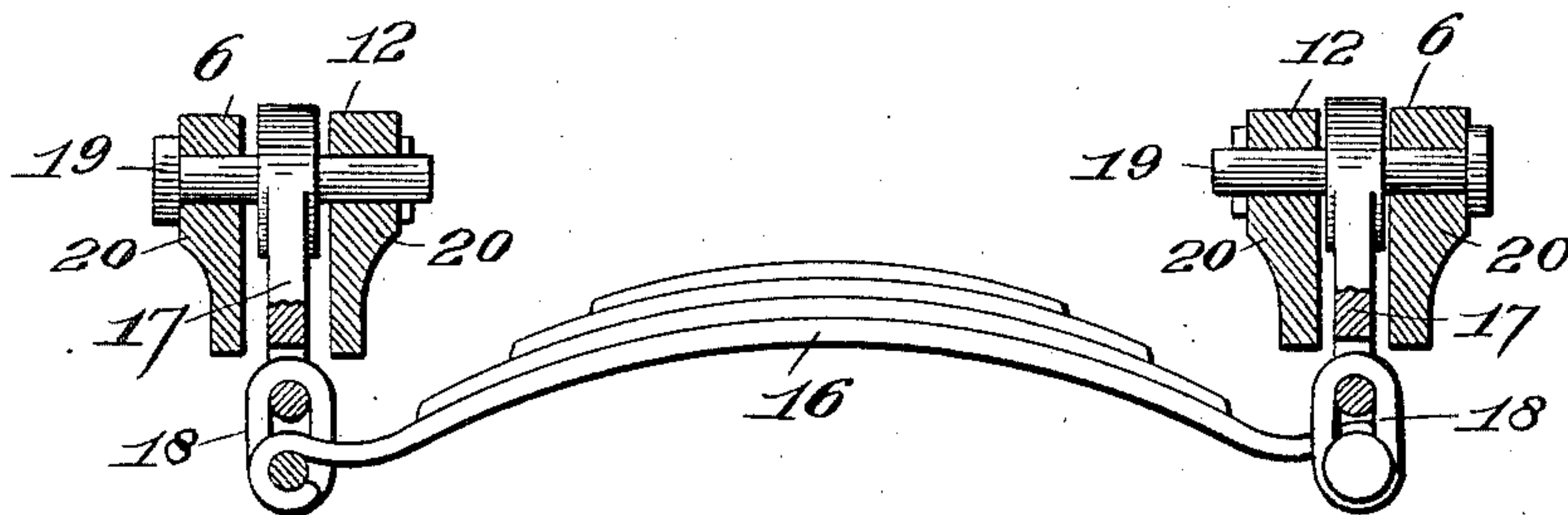


Fig. IV.



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UNITED STATES PATENT OFFICE.

PETER M. KLING, OF ELIZABETH, NEW JERSEY.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 693,610, dated February 18, 1902.

Application filed December 12, 1901. Serial No. 85,618. (No model.)

To all whom it may concern:

Be it known that I, PETER M. KLING, a citizen of the United States, residing in Elizabeth, in the county of Union and State of New Jersey, 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.

This invention relates to the manner of mounting the bolster of a six-wheel car-truck; and it consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a side view of my improved car-truck. Fig. II is a detail view, part in plan view and part in horizontal section. Fig. III is an end view. Fig. IV is a detail vertical section taken on line IV IV, Fig. II, the bolster being omitted.

1 represents the truck-frame; 2, the equalizer-bars; 3, the axle-boxes, and 4 the track-wheels. These and their accompanying parts may be, so far as my present invention is concerned, of any suitable form or construction.

5 is the bolster. My invention relates to the manner of supporting the bolster from the sides of the frame 1.

6 represents two bars that extend across the truck and which have outturned ends 7, riveted or bolted to the frame 1, as shown at 8. Between the bars 6 at each side of the truck are bars 9, having inturned ends 10, riveted or bolted to the frame 1, as shown at 11. The bars 9 form open frames, that fit between the bars 6 and which accommodate the upper portions of the center or middle wheels of the truck.

12 represents a second frame, formed of a bent bar. This frame fits between the bars 6 and is somewhat narrower than the distance apart of the bars 6, so as to leave spaces 13 between them. The ends of the frame 12 are riveted or bolted to the frames 9, as shown at 14, and the sides of the frame 12 are bolted to the bars 6, as shown at 15.

16 represents leaf-springs, upon which the bolster rests, there being preferably a pair

of these springs at each side of the truck. The springs are suspended from the bars 6 and the frame 12 by means of links 17, to which the springs are connected by means of shackles 18. The links are pivoted to the bars 6 and frame 12, between which they fit, by means of pins 19, that pass through ears 20 on the bars and frame. The bolster is thus allowed to swing both laterally and endwise, inasmuch as the shackles can swing on the links and the links can swing on their pins 19.

The construction is strong and durable, and the bolster is located in line with the center wheels of the truck, which is desirable.

I claim as my invention—

1. In a car-truck, the combination of a truck-frame, open frames secured to the sides of the truck-frame over the center wheels of the truck, bars extending across the truck-frame and secured to the sides thereof, a frame fitting between said bars and secured at its ends to said open frames, and bolster-supporting springs suspended from said bars and said frame that fits between the bars, substantially as set forth.

2. In a car-truck, the combination of a truck-frame, open frames secured to the sides of the truck-frame over the center wheels of the truck, bars extending across the truck-frame and secured to the sides thereof, a frame fitting between said bars and secured at its ends to said open frames, and bolster-supporting springs suspended from said bars and said frame that fits between the bars by means of links with which the springs have swinging connections and which are pivotally connected to the bars and frame, substantially as set forth.

3. In a car-truck, the combination of a truck-frame, open frames secured to the sides of the truck-frame over the center wheels of the truck, a frame secured to said open frames, and bolster-supporting springs connected to the frame that is secured to the open frames, substantially as set forth.

PETER M. KLING.

In presence of—

CLARENCE D. MEYER,
CHAS. S. LIPPINCOTT.