(No Model.)

I. C. TERRY.

CAR TRUCK.

No. 270,153. Patented Jan. 2, 1883.

Fig. 1.

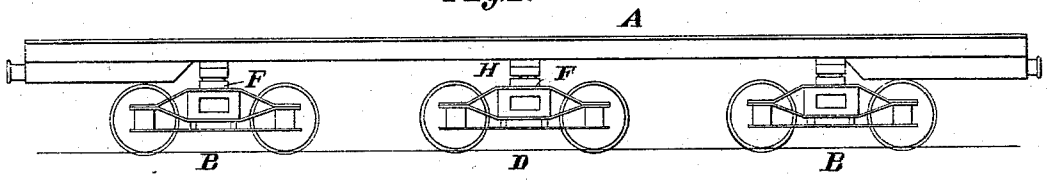


Fig. 2.

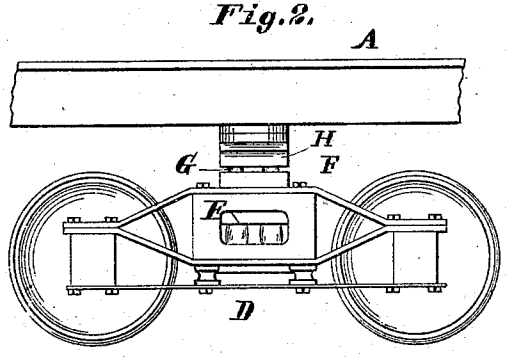


Fig. 3.

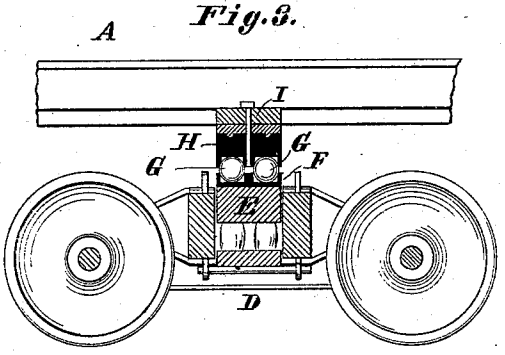


Fig. 4.

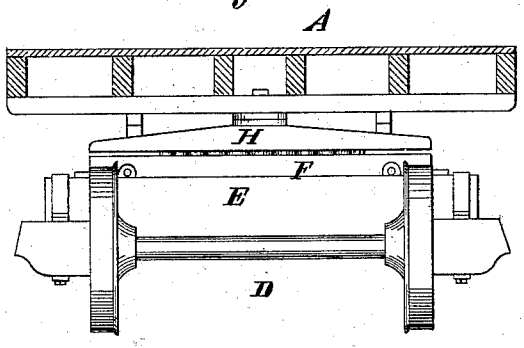


Fig. 5.

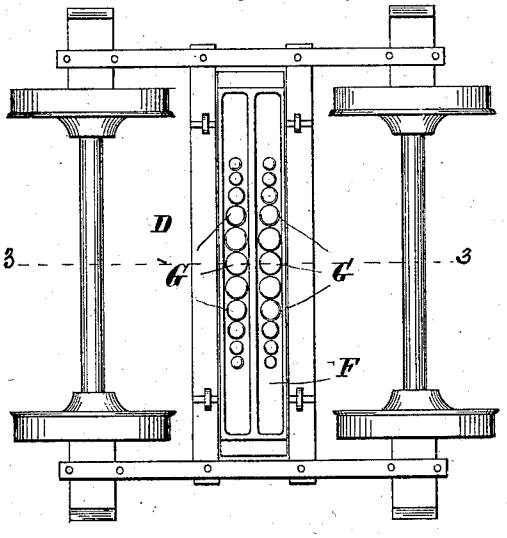
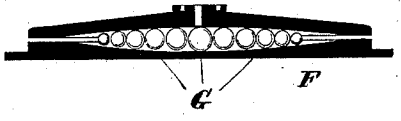


Fig. 6.



Attest:

Charles Pickles

William S. Sayers

Inventor:

Ira C. Terry

By Knight Bro

attys.

N. PETERS. Photo-Lithographer. Washington, D. C.

UNITED STATES PATENT OFFICE.

IRA C. TERRY, OF ST. LOUIS, MISSOURI.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 270,153, dated January 2, 1883.

Application filed June 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, IRA C. TERRY, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Truck Attachments for 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, and in which—

Figure 1 is a side elevation. Fig. 2 is a detail side view. Fig. 3 is a section on line 3 3, Fig. 5. Fig. 4 is an end view. Fig. 5 is a top view, and Fig 6 is a detail section.

This invention relates to an improvement on the Letters Patent No. 228,694, issued to me 8th June, 1880; and it consists in securing a channel-rail to the bottom of the car-body, and also one to the top of the truck-bolster, between which balls are placed to receive the weight of the car, and thus this intermediate truck has free lateral movement.

A represents the bottom of the car-body, and B B the end trucks, all of which are of common construction.

Ð is the intermediate truck, which is formed as usual, and to the top of the timber E is secured a channel-rail, F, made double, as shown, which receives balls G.

H is a channel-rail, secured to the bottom of the car-body by a king-bolt, I, to give to the truck a pivoted connection with the car-body, or this channel-rail may be connected rigidly with the car-body and the king-bolt placed in the truck-bolster, connecting its channel-rail.

As a modification of the plain channel-rails they may be made concave, as shown in Figs. 5 and 6, and the balls be made of different sizes.

It is evident that more than one of the supplemental trucks may be applied to a car if desired.

I claim as my invention—

The combination of double channel-rail F, double channel-rail H, inverted and located over the other channel-rail, and the balls G, occupying the passages provided by the channel-bars, substantially as set forth.

IRA C. TERRY.

Witnesses:

SAML. KNIGHT,

GEO. H. KNIGHT.