

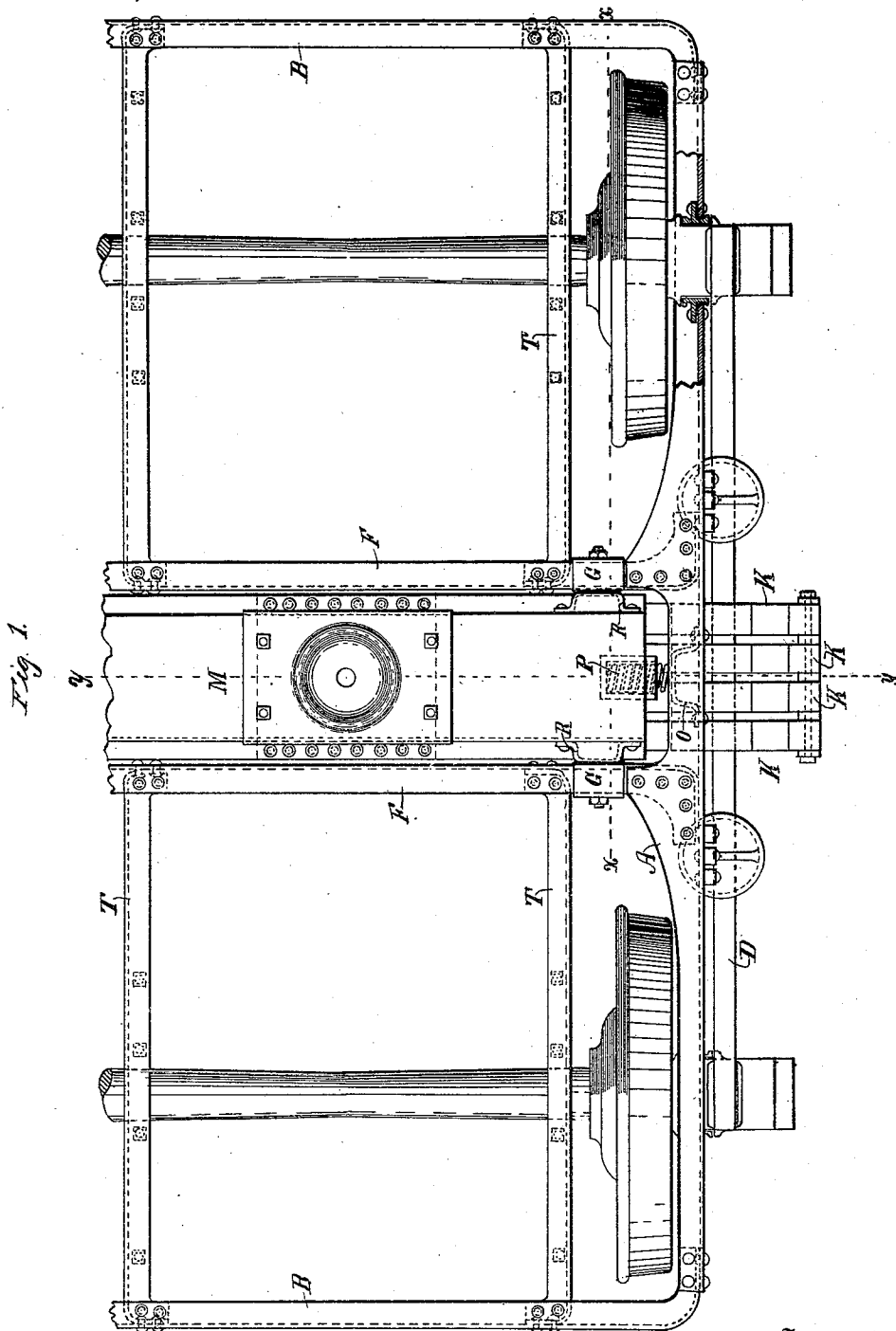
(No Model.)

2 Sheets—Sheet 1.

D. L. BARNES.
CAR TRUCK FRAME.

No. 461,413.

Patented Oct. 20, 1891.



Witnesses
Wm A. Pollock
J. Littlejohn

Inventor
David L. Barnes.
By his Attorney
S N Dickerson

(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

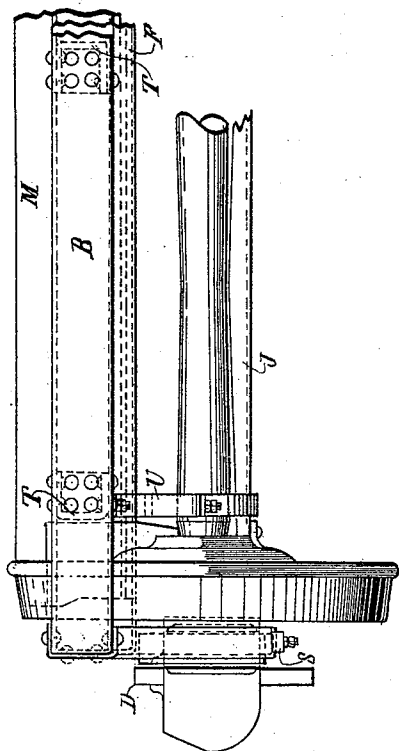
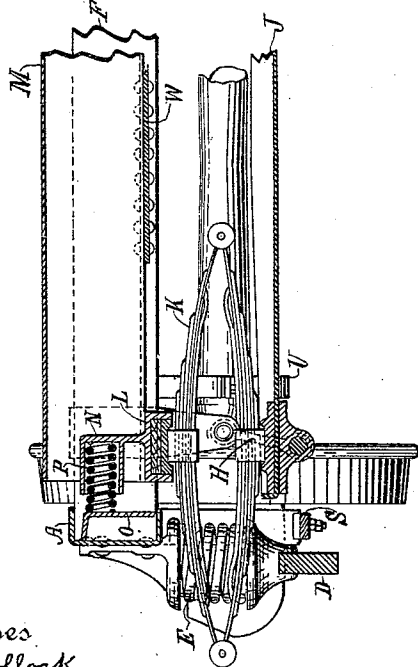
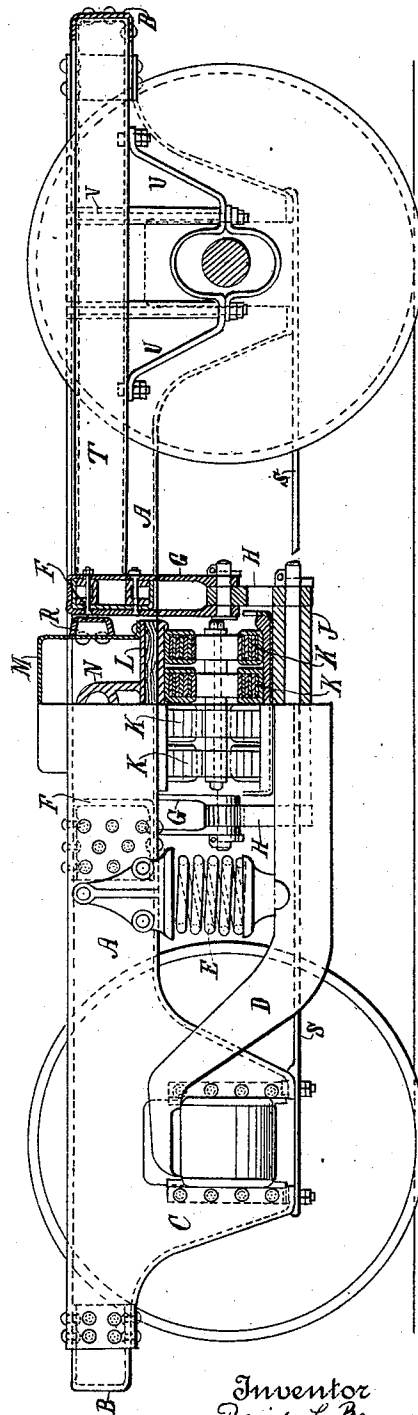


Fig. 3.



Witnesses
H. A. Pollock
J. Littlejohn

Fig. 2.



Inventor
David L. Barnes.
By His Attorney E. N. Dickerson

UNITED STATES PATENT OFFICE.

DAVID L. BARNES, OF CHICAGO, ASSIGNOR TO THE FOX SOLID PRESSED STEEL COMPANY, OF JOLIET, ILLINOIS.

CAR-TRUCK FRAME.

SPECIFICATION forming part of Letters Patent No. 461,413, dated October 20, 1891.

Application filed May 16, 1891. Serial No. 392,975. (No model.)

To all whom it may concern:

Be it known that I, DAVID L. BARNES, of Chicago, Cook county, State of Illinois, have invented a new and useful Improvement in Truck-Frames, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to an improvement in truck-frames, and especially of the kind designed for passenger-vehicles, though it is not limited thereto. The truck-frame is intended to be made in large part of pressed steel.

My invention relates largely to details of the structure, which will be readily understood from the accompanying drawings, in which—

Figure 1 represents a plan view; Fig. 2, a vertical elevation, partly in section on the line *xx* of Fig. 1; Fig. 3, a section through Fig. 1 on the line *yy*, and Fig. 4 an end elevation of part of the frame.

The truck-frame consists, generally, of the side frames A and end frames B, made of pressed flanged steel, the end frame B, entering into the side frames A, as shown in Fig. 1. The pedestals are attached in the ordinary way to projections in the side frames, as shown at C. Upon the journal-boxes the equalizing-bars D rest, which are carried below the springs E. Between the equalizing-bars D and the frame A springs E are arranged in any suitable way, as shown, being carried between upper and lower castings connected, respectively, with the side frames and the equalizing-bar.

The truck is provided with a double transom F, located on both sides of the bolster. The bolster enters the side frame, which is recessed for that purpose, while the transoms are extended and flanged at right angles and are riveted to the side frames, as shown.

Surrounding the bolsters are the hangers G, through the bottom of which are attached the spring-hangers H, which support the metallic spring-plank J, upon which spring-plank the bolster-springs K are carried, the upper ends being supported, preferably, by a wooden bearing in the casting L, upon which the bolster M rests and is riveted thereto.

The casting L is provided with a projection or pocket N, carrying a lateral-motion spring P engaging with the bearing O attached to the side frame. The bolster is likewise provided with sliding pieces R, commonly known as transom chafing-plates. A pedestal tie-bar S may likewise be employed, of the usual construction.

Between the end frames B and transoms F safety-beams T, of pressed steel, may be inserted and riveted, upon which the axle safety-bearing U may be attached in the ordinary way by bolting to the lower flange, the axle safety-bearing thimbles V passing directly through both flanges of the safety-beam P.

The bolster M is preferably made of pressed steel, trough-shaped, and may be strengthened at the middle by a riveted cross-piece W.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The pressed-steel truck for vehicles, consisting of the flanged side frames turned inward and cut away at the center, and the end frames riveted thereto, substantially as described.

2. The combination of the side frames A A, end frames B B, and transoms F F, the side frames being cut away for the reception of the bolster M, substantially as described.

3. The combination of the side frames A, the bolster M, carrying the part L, serving as a bearing for the bolster-springs and for the lateral-motion spring, substantially as described.

4. The combination of the pressed-steel side frames, the flanged end frames entering therein, and the flanged safety-beams attached thereto, substantially as described.

5. The combination of the side frames A, cut away for the reception of the bolster, and the transoms F, attached thereto and supporting the swinging hangers H and the metallic spring-plank J, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DAVID L. BARNES.

Witnesses:

E. A. CUSTER,
JOSEPH BOYER.