

(No Model.)

2 Sheets—Sheet 1.

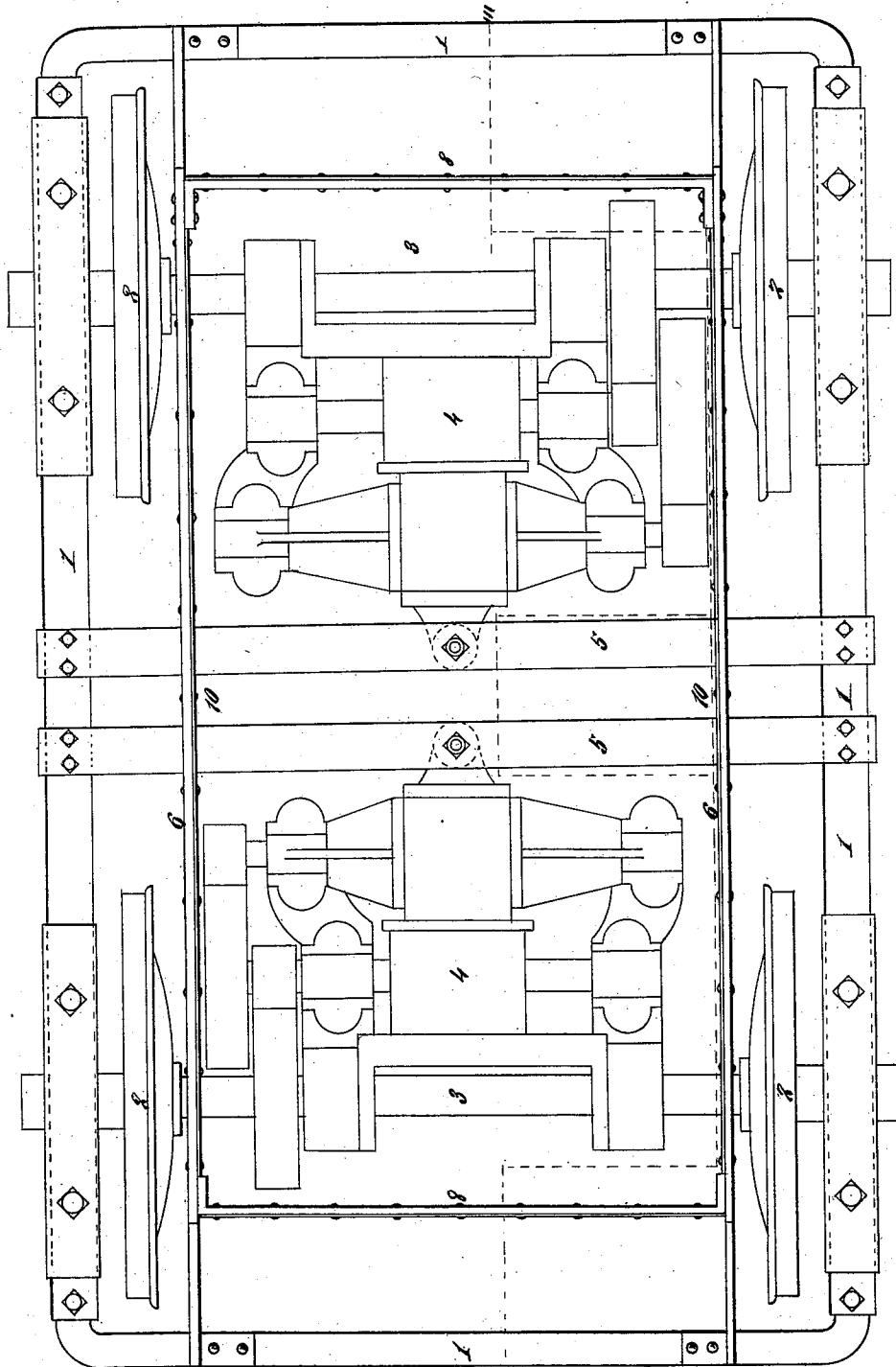
P. M. KLING.

CAR TRUCK FOR ELECTRIC RAILWAY CARS.

No. 466,539.

Patented Jan. 5, 1892.

Fig. 1



Attest:
Harry S. Rohrer
S. Cotton

Inventor:
Peter M. Kling
by Knight Bros
attys

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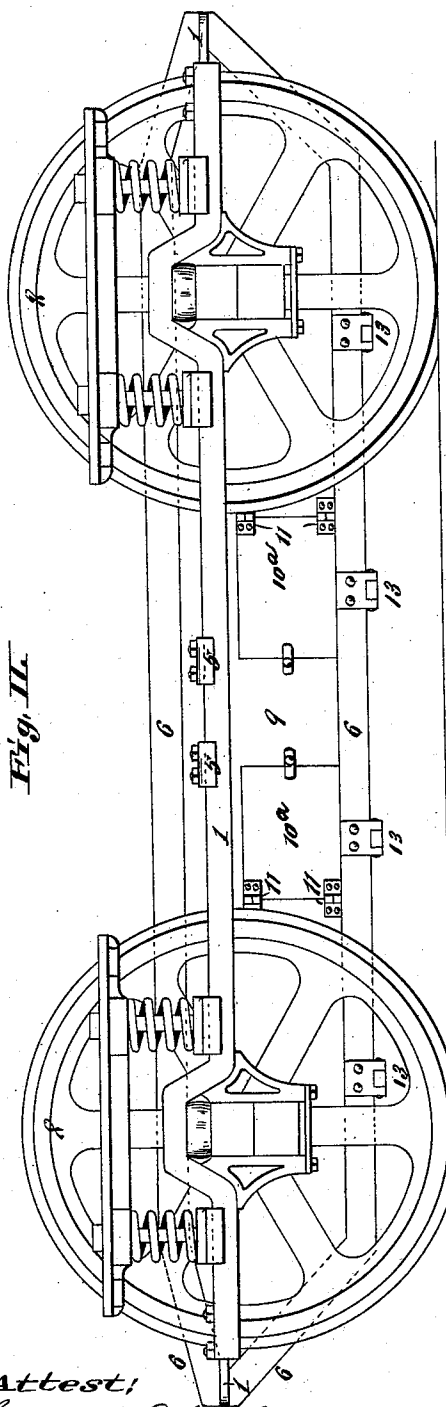


Fig. II.

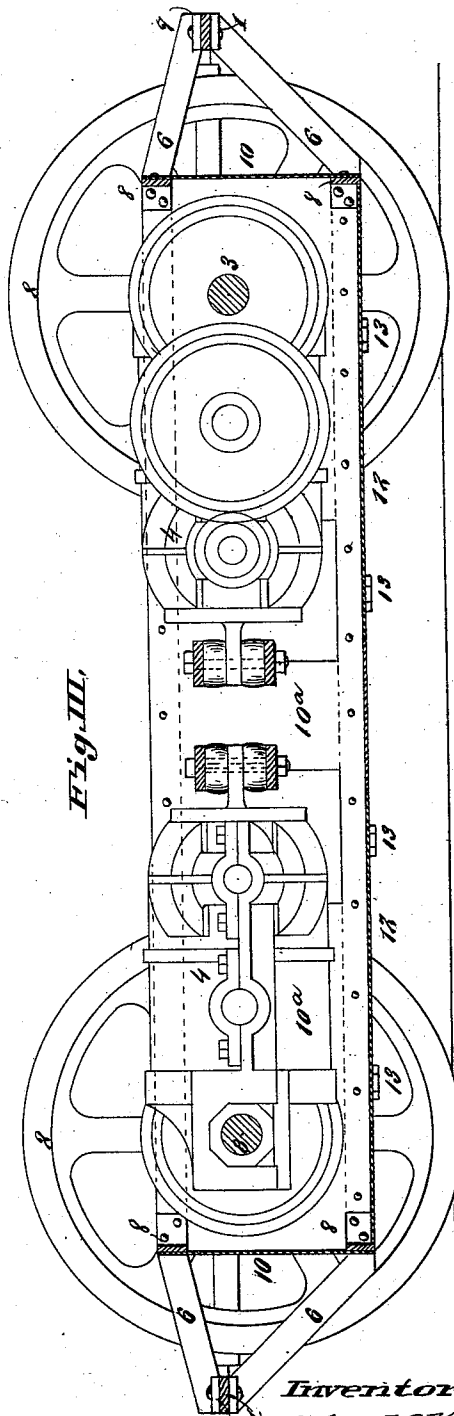


Fig. III.

Attest:
Harry S. Rohrer
S. Cotton

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UNITED STATES PATENT OFFICE.

PETER M. KLING, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO
EDMOND VERSTRAETE, OF SAME PLACE.

CAR-TRUCK FOR ELECTRIC-RAILWAY CARS.

SPECIFICATION forming part of Letters Patent No. 466,539, dated January 5, 1892.

Application filed December 26, 1890. Serial No. 375,864. (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 for Electric-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.

My invention relates to an improvement in trucks for electric-railway cars; and my invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

Figure I is a top or plan view illustrative of my invention. Fig. II is a side elevation. Fig. III is a vertical section taken on line III III, Fig. I.

Referring to the drawings, 1 represents the main frame of the truck, to which the axles 3 of the wheels 2 are journaled in any usual way.

4 represents the motors, suspended at one end on cross-pieces 5, secured to the frame 1 and at the other end upon the axles 3.

My invention relates to an improved construction whereby the motors may be incased or inclosed and protected from the dust and dirt as well as from the weather.

The invention consists of a frame composed

of upper and lower side pieces 6, secured at their ends to the ends of the frame 1, as shown at 7, and end pieces 8, secured to the side pieces 6. There is an upper and lower end piece 8, as shown clearly in Fig. III.

9 represents the sides and 10 the ends of a sheet-iron or other suitable casing, which is secured by rivets or otherwise to the sides 6 and ends 8, and which incloses the motors and protects them from the dirt and dust and from the weather. The case may be provided with side doors 10^a, hinged at 11, and bottom doors 12, hinged at 13, through which the motors may be reached. An inclosure of this kind is cheap to make, is supported entirely by the frame 1 of the truck, and effectually prevents dust and dirt from collecting upon the motors.

I claim as my invention—

In combination with the main frame 1, an inner frame consisting of side pieces 6, end pieces 8, and walls 9 and 10, one of which sides has suitable doors 10^a, said inner frame being supported on the frame 1, substantially as set forth.

PETER M. KLING.

In presence of—
E. S. KNIGHT,
J. M. MAROT.