

(No Model.)

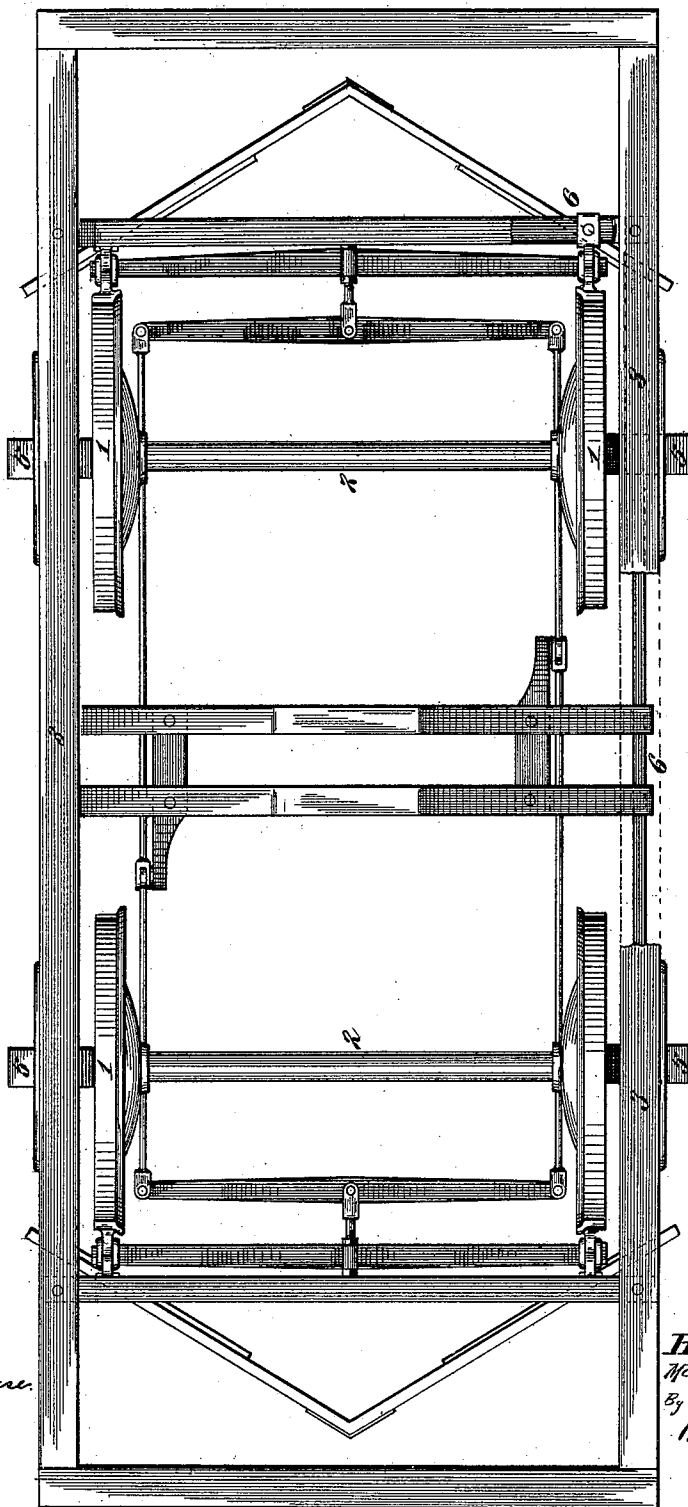
2 Sheets—Sheet 1.

M. WEBER.
CAR TRUCK.

No. 463,738.

Patented Nov. 24, 1891.

Fig. 1.



Attest:
George E. Crane.
S. H. Knight

Inventor:
Moritz Weber
By Knight Bros
Attys

(No Model.)

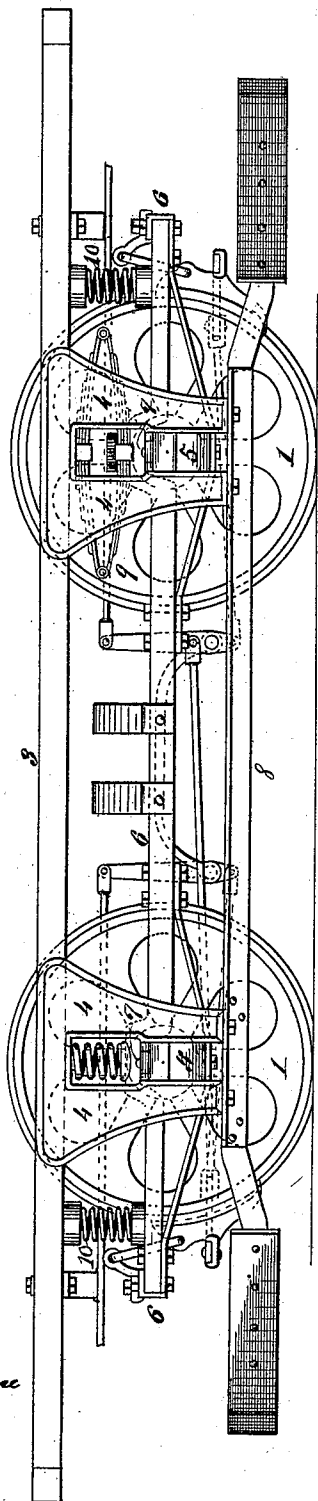
2 Sheets—Sheet 2.

M. WEBER.
CAR TRUCK.

No. 463,738.

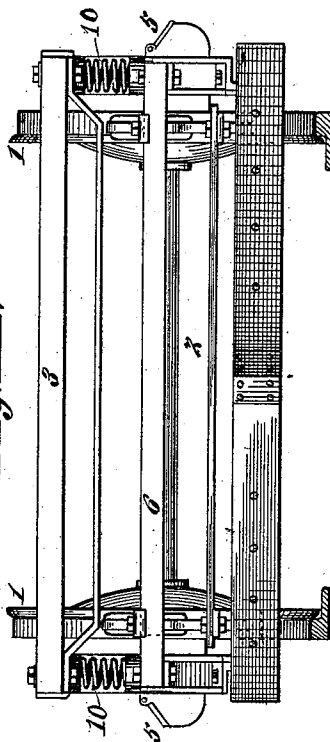
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Fig. II.



Attest,
George G. Crane
S. H. Knight.

Fig. III.



Inventor,
Moritz Weber
By *Knight Bros*
Atty's

UNITED STATES PATENT OFFICE.

MORITZ WEBER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO GEORGE J. KOBUSCH,
OF SAME PLACE.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 463,738, dated November 24, 1891.

Application filed January 31, 1891. Serial No. 379,809. (No model.)

To all whom it may concern:

Be it known that I, MORITZ WEBER, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement 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 invention relates to certain improvements in car-trucks, intended more particularly for street-car service; 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 of my improved truck. Fig. II is a side elevation. Fig. III is an end view.

Referring to the drawings, 1 represents the wheels, and 2 the axles, of the truck.

3 represents the main frame, upon which the body of the car rests.

4 represents the pedestals, secured, as usual, to the frame 3, and which receive the journal-boxes 5.

6 represents a frame the side pieces of which rest upon the journal-boxes, and to prevent movement of this frame the boxes are provided with projections 7, entering recesses in the sides of the frame, as shown in Fig. II.

8 represents a guard-frame secured to the lower ends of the pedestals, and it will be readily seen that by removing the bolts which connect the guard-frame to the pedestals the car-body with the frame 3 can be removed from the truck and from the frame 6.

9 represents leaf-springs placed between the frames 3 and 6, either at both or at one end of the car, and 10 represents coil-springs, which I prefer to place between the frames 3 and 6 in addition to the use of the spring 9. The springs 10 would be placed between the frames outside of the trucks, and in addition to affording a support for the car-body they prevent the rocking action of the body.

I claim as my invention—

In a car-truck, the combination of the frames 3 and 6, pedestals 4, boxes 5, having projections 7 fitting in notches of the frame 6, and leaf-springs 9, substantially as and for the purpose set forth.

MORITZ WEBER.

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