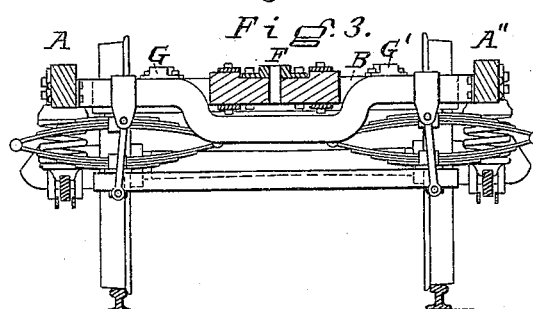
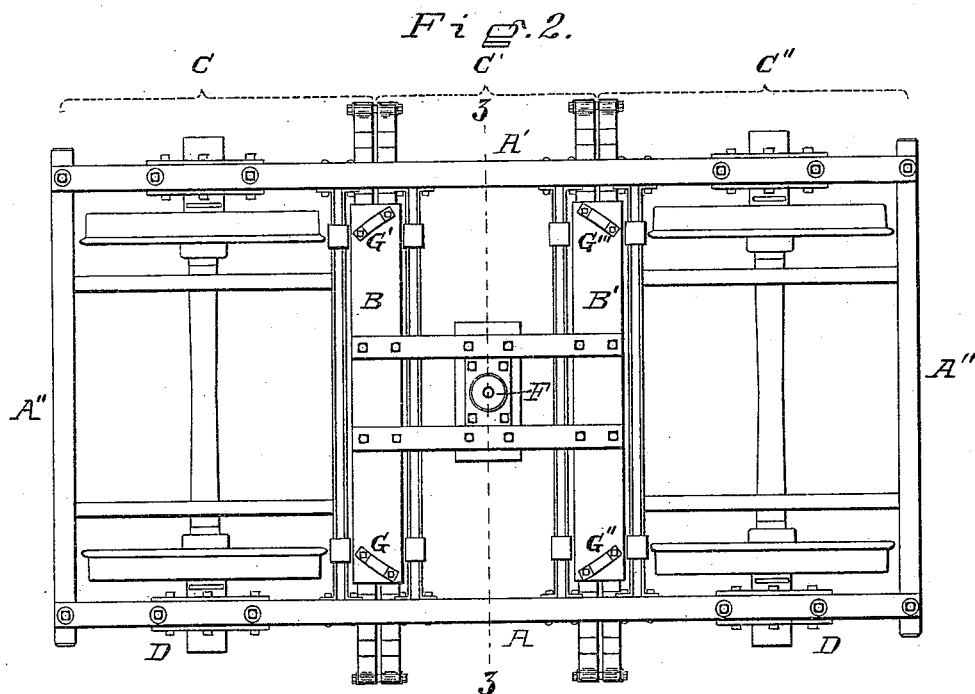
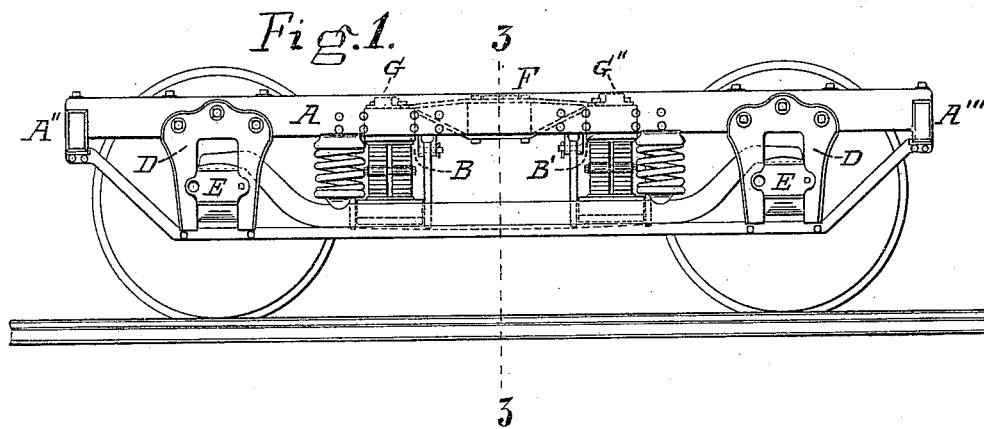


(No Model.)

E. A. STANLEY.  
CAR TRUCK.

No. 346,785.

Patented Aug. 3, 1886.



Witnesses

A. P. Knight  
Good Wheelock.

Inventor

Ethelbert A. Stanley  
By Knight Bros.

Attorneys.

# UNITED STATES PATENT OFFICE.

ETHELBERT A. STANLEY, OF NEW YORK, N. Y., ASSIGNOR TO MANN'S  
BOUDOIR CAR COMPANY, OF SAME PLACE.

## CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 346,785, dated August 3, 1886.

Application filed June 22, 1885. Serial No. 169,416. (No model.)

*To all whom it may concern:*

Be it known that I, ETHELBERT A. STANLEY, of the city of New York, in the county and State of New York, have invented new and useful Improvements in Car-Trucks, of which the following is a specification.

My improvements are directed to a construction of truck for railway-cars which secures increased staunchness and durability of the truck-frame and better-support and equilibrium of the car-body.

My improvements are especially designed for, and are here shown in connection with, a four-wheel truck.

In the accompanying drawings, Figure 1 is a side elevation, and Fig. 2 is a top view, of a car-truck embodying my invention. Fig. 3 is a section on the line 3-3, Figs. 1 and 2.

A A' A'' A''' represent the customary external sills or timbers of the truck-frame. Instead of the customary single bolster and pair of transoms midway between the wheels and constituting a single-bolster system, I provide two bolster systems, B B', located in near vicinity to the respective wheels, so as to make the truck-frame to consist of three nearly equal panels, C C' C'', thus securing a more rigid frame, free from liability to rack and get out of square. An important effect of the increased staunchness thereby attained is that the pedestals D and their contained axle-boxes E are kept true and square with their respective axle-journals, thus insuring a valuable saving in wear and tear of these parts and in

friction and heating of boxes and journals. An important characteristic of this mode of framing is that, however distant from one another may be the two wheel systems, the distance from each of its accompanying inside bolster systems is constant.

With the object of securing more perfect and better distributed support for the car-body, I fasten to the tops of my bolsters, at equal distances from the center bearing, F, four supplementary or side bearing-plates, G G' G'' G''', in the form of arcs concentric to said center bearing. Upon these rest similar segment-plates, (not shown,) which are attached to the under side of the car-body.

It will be seen that the car-body when subjected to a lurching action remains supported by the two bearing-plates on the leeward side, in addition to the center bearing.

I claim as new and of my invention—

In a car-truck, the arrangement between each neighboring pair of truck-wheels of two bolster systems located in near proximity to the respective wheels, each pair of bolsters or bolster systems being associated with a center bearing, and having four equidistant auxiliary bearings fastened to their upper surfaces, as and for the purposes set forth.

In testimony of which invention I hereunto set my hand.

ETHELBERT A. STANLEY.

Attest:

CHAS E. PRIOR,  
GEO. H. KNIGHT.