D. B. ROGERS.

Car Truck.

No. 47,863. Patented May 23, 1865.

Fig. 1.

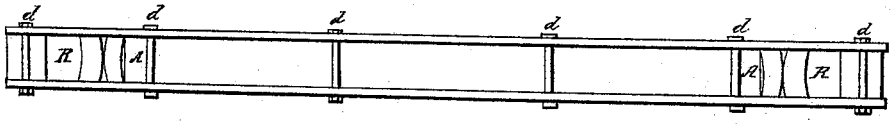


Fig. 2.

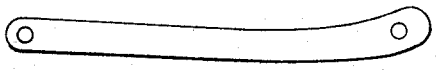


Fig. 3.

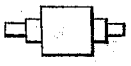


Fig. 4.

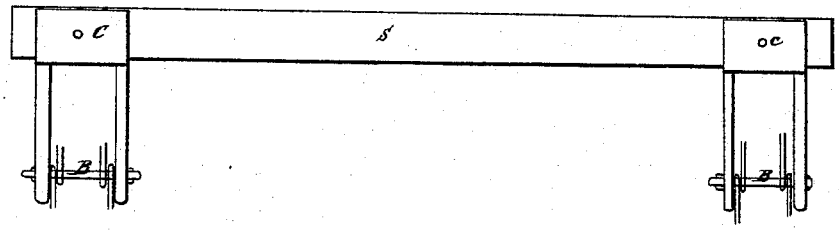
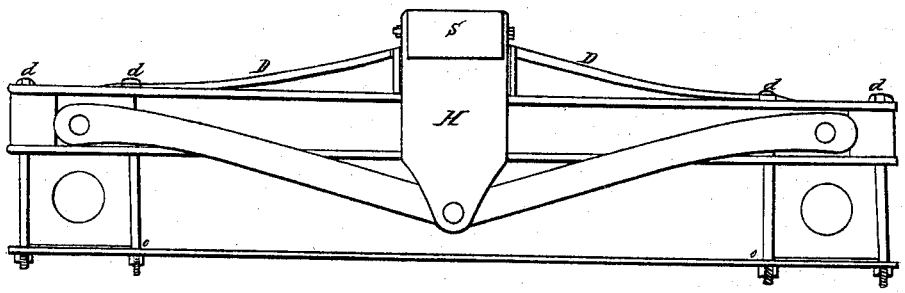


Fig. 5.



Witnesses:

Abram W. Hall

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Inventor:

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UNITED STATES PATENT OFFICE.

DANIEL B. ROGERS, OF PITTSBURG, PENNSYLVANIA.

IMPROVEMENT IN CAR-TRUCK FRAMES.

Specification forming part of Letters Patent No. **47,863**, dated May 23, 1865.

To all whom it may concern:

Be it known that I, DAVID B. ROGERS, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and Improved Mode of Constructing the Frames for Car-Trucks; and I do declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which make part of this specification.

The nature of my invention consists in suspending or resting the weight of car-bodies or other vehicles upon levers or supports so arranged as to operate a horizontal or longitudinal pressure upon the springs, instead of so resting the weight as to operate a vertical pressure upon the same, as is usually done.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

Figure 1 is a sustaining-beam. Fig. 2 is a lever. Fig. 3 is a spring-journal. Fig. 4 is a front view of a bolster with each end resting in the chair-pedestal. Fig. 5 is a side view of a truck-frame with all its parts together.

In making the sustaining-beam I take two bars of iron about four inches wide, one inch thick, and of suitable length. I also take a piece of hard wood of the same width, but not as long by about eight inches at each end, and about two inches in thickness. I then bolt them together with the wood in the middle, as seen at the small letters *d*, with a block at each end, as seen in Fig. 1. This forms an open space to receive the springs and journal, the former of which is seen in position at the letter A, with room for the journal at R. I then place the beam upon the axle-boxes and bolt it on in the ordinary manner with a bar of iron running from one box to the other on the under side, as seen at the letters *o* in Fig. 5. I then place the chair-pedestal H upon the sustaining-beam, so made as to stand astride, passing down each side thereof at the center. I next take the spring-journals and place them in their respective places; then slip the levers on the journals, one on each end. I then swing the lower end of the levers toward each other, to meet at a hole in the pedestal. Here I insert a strong bolt through both the pedestal and all four of the levers, as is shown in Figs. 4 and 5 at the letters B. The bolster S, which is represented by the red color, as also the timber in the sustaining-beam, is set in the upper end of the pedestal in a chair or seat, as is shown at S, Fig. 5, and bolted together, as is seen in Fig. 4 at C.

D D are braces, for to sustain the endwise shock.

Having described the mode of construction, I now show the operation of my invention, and, first, I suspend the bodies of cars on levers operated by springs so arranged as to give a lateral action instead of vertical, (not on the car, but on the springs.) They being set in the sustaining-beam operate toward each other, while the pedestal has the vertical action and double the action of the springs. Second, by the arrangement of the levers with a joint at the journal and at the pedestal I obtain the easiest possible carriage. Third, by this arrangement I am enabled to throw from three hundred to two thousand pounds of steel springs, or its equivalent of rubber, off from the cars as now used for passenger transport.

Having fully described my improvement, what I claim as my invention, and desire to secure by Letters Patent, is—

1. The sustaining-beam, made substantially as described, and for the purposes set forth.

2. The suspending or resting of car-bodies, substantially as described, and for purposes set forth.

DAVID B. ROGERS.

Witnesses:

JOS. G. DAVIS,

BENNETT LAKE.