

E. THURSTON & J. R. LEDYARD.
CAR TRUCK.

No. 47,880.

Patented May 23, 1865.

Fig. 5.

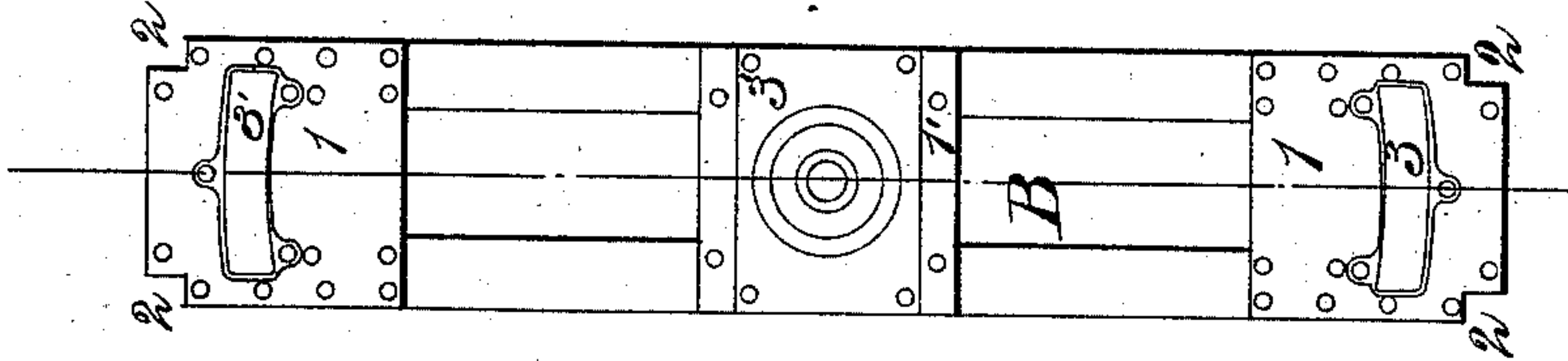


Fig. 4.

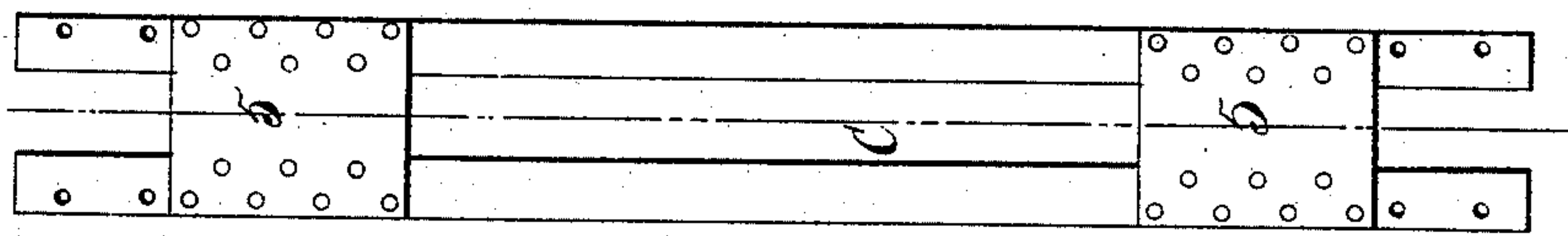


Fig. 1.

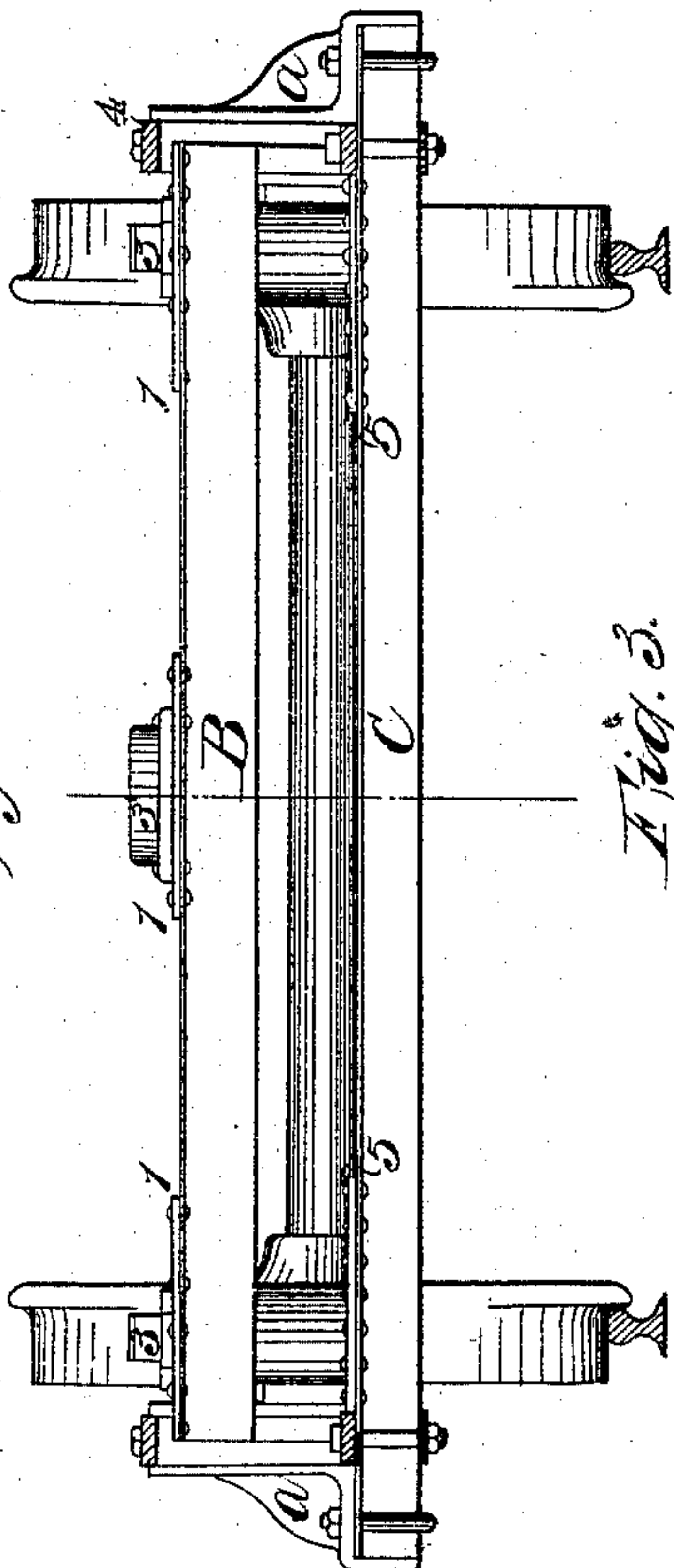
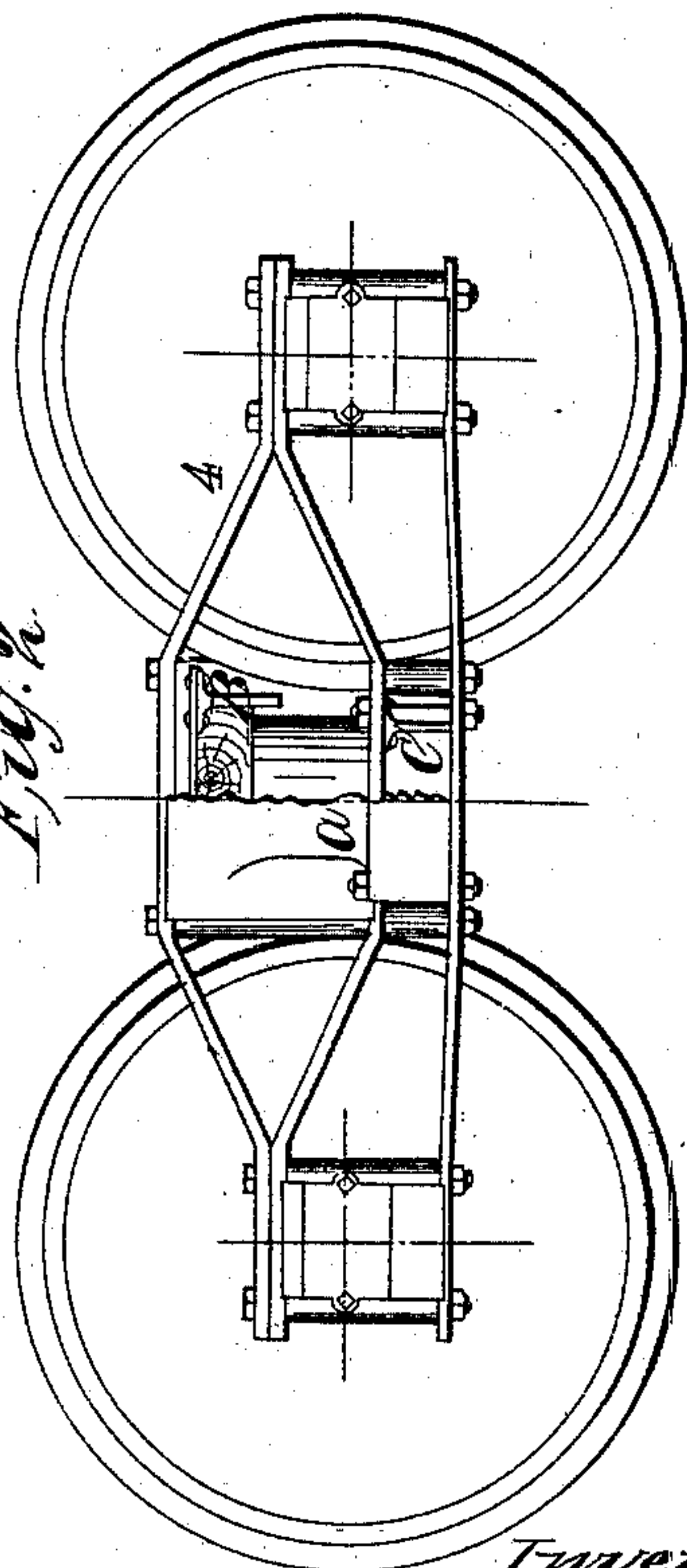


Fig. 3.



Fig. 2.



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UNITED STATES PATENT OFFICE.

EDWIN THURSTON AND JAMES R. LEDYARD, OF COVINGTON, KENTUCKY

IMPROVEMENT IN CAR-TRUCKS.

Specification forming part of Letters Patent No. 47,880, dated May 23, 1865.

To all whom it may concern:

Be it known that we, EDWIN THURSTON and JAMES R. LEDYARD, of Covington, in the county of Kenton, State of Kentucky, have invented a new and useful Improvement in Railroad-Car Trucks; and we do hereby declare that the following is a full and clear description of the construction of the same, reference being had to the annexed drawings and letters of reference marked thereon, making a part of this specification, in which—

Figure 1 is a front elevation through middle of truck, showing bolsters B and C, also end piece, A, with manner of putting same together. Fig. 2 is an end elevation of truck with portion of end piece, A, detached, showing ends of bolsters B and C. Fig. 3 shows top view of end casting, A. Fig. 5 shows top view or plan of top bolster, B. Fig. 4 shows top view or plan of bottom bolster, C.

The arch-bars, friction-irons, boxes, springs, and center-bearing casting are old, so that we make no claim upon them.

The nature of our invention consists in construction and use of skeleton iron bolsters with cast end pieces or housings, put together in the manner herein described, and shown forth in the annexed drawings.

To enable others skilled in the arts to make and use our invention, we describe its construction as follows:

Fig. 5: The top bolster, B, we form of two pieces of T-iron, placed parallel, upon the top and each end of which are fastened by rivets

or bolts the plates 1, as shown in annexed drawings, the outer corners, 2, of which are cut out so as to work in cast end-pieces, A. The friction irons 3 are also fastened on these same plates. The central plate, 1', is for the further securance of center-bearing casting 3'.

Fig. 4: The bottom bolster, C, is also formed of two pieces of T-iron, placed parallel, and upon which, at each end, inside of arch-bars, are fastened by bolts or rivets the plates 5, which afford a bed for springs to rest on.

Fig. 3: The cast end piece, A, is made of any desired form, so as to answer the purpose of a brace for arch-bars 4 as well as for bottom bolster, C, and also a guide and stop for top bolster, B, as shown forth in annexed drawings.

What we claim as our invention, and desire to secure by Letters Patent, is as follows:

1. The construction and use of skeleton iron bolsters B and C, which admit of great strength and durability, and be used either as center bearings or side bearing.

2. The construction and use of the cast end piece, A, which serves to stiffen and brace arch-bars and lower bolster, also serves as a guide for top bolster to work in, and, in connection with bolsters, forming a truck, combining strength, durability, and lightness, with ease of access in all its parts for repairs.

EDWIN THURSTON.

JAMES R. LEDYARD.

Witnesses:

J. L. HACKATHORN,
Q. A. KEITH.