J. W. REYNOLDS.

CAR TRUCK.

No. 61,461. Patented Jan. 22, 1867.

Fig. 1.

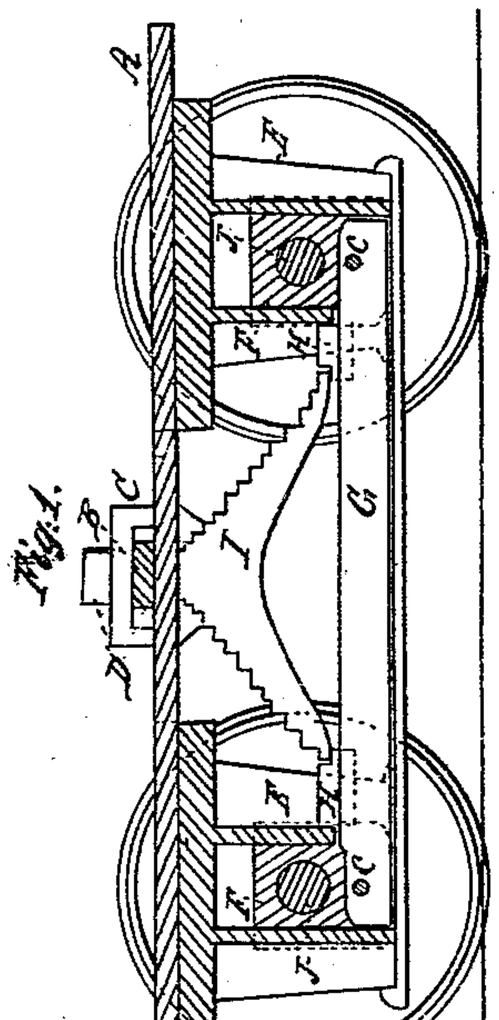


Fig. 2.

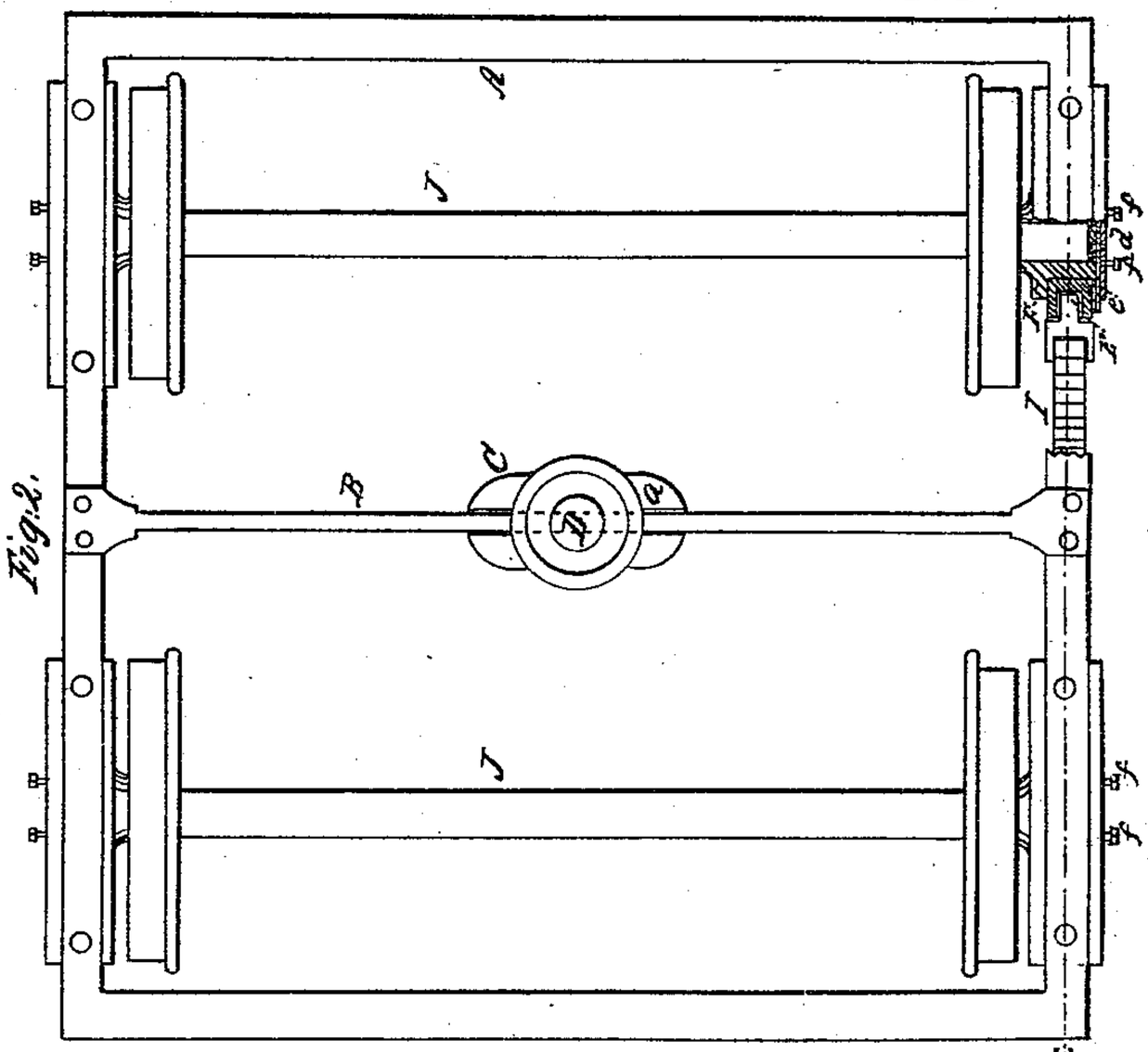


Fig. 3.

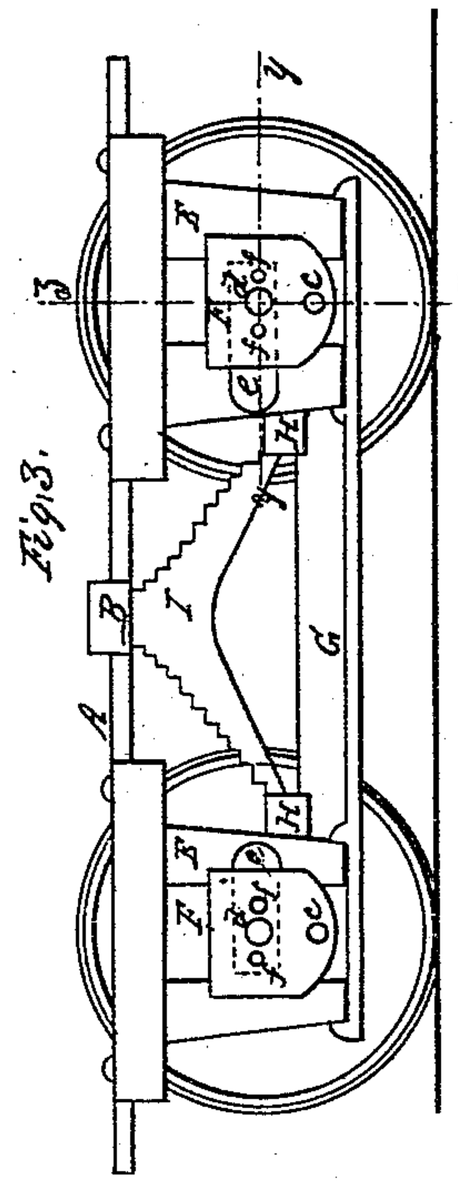


Fig. 4.

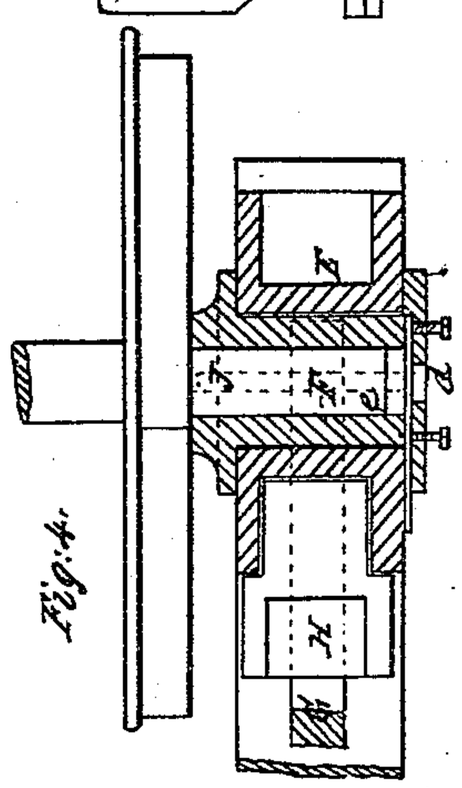


Fig. 5.

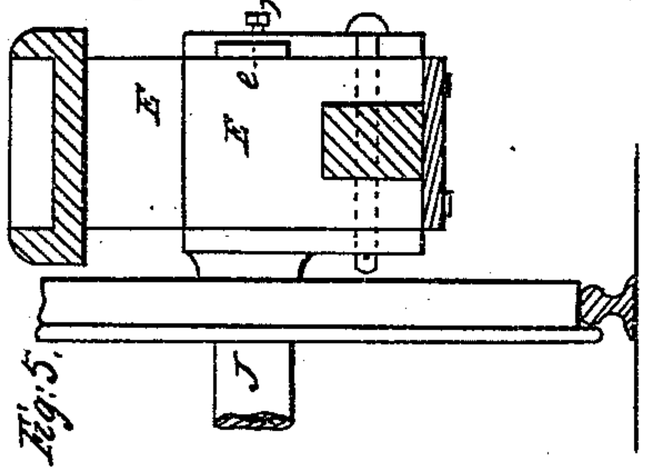


Fig. 6.

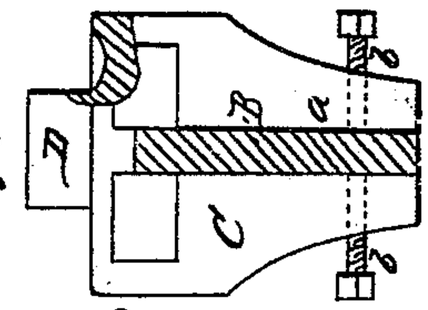
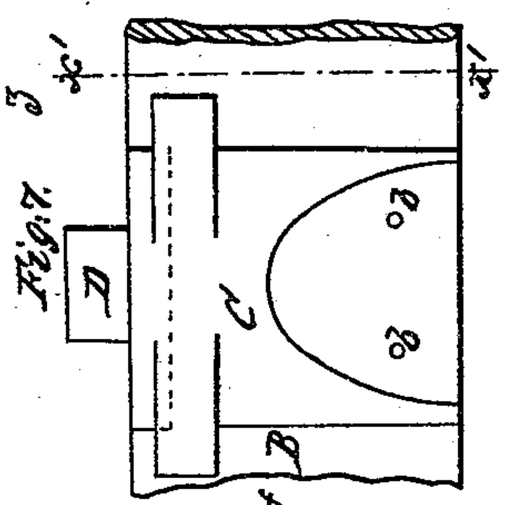


Fig. 7.



Witnesses.

Theo Tusch

J. A. Servis.

Inventor

J. W. Reynolds

Per Munn & Co

Attorneys

United States Patent Office.

J. W. REYNOLDS, OF HYDE PARK, PENNSYLVANIA, ASSIGNOR TO HIMSELF AND S. H. CUTLER.

Letters Patent No. 61,461, *dated January* 22, 1867.

IMPROVED CAR TRUCK.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, J. W. REYNOLDS, of Hyde Park, in the county of Luzerne, and State of Pennsylvania, have invented a new and improved Car Truck; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side sectional view of my invention, taken in the line *x x*, fig. 2.

Figure 2, a plan or top view of the same, a small portion being in section.

Figure 3, a side view of the same.

Figure 4, an enlarged horizontal section of a portion of the same, taken in the line *y y*, fig. 3.

Figure 5, a vertical section of a portion of the same, taken in the line *z z*, fig. 3.

Figure 6, a side view of the socket, on which is the pivot or king-bolt of the truck, the cross-bar of the truck being in section, as indicated by the line *x' x'*, fig. 7.

Figure 7 is a front or rear view of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new and improved mode of attaching or applying the pivot or king-bolt to the truck, whereby said bolt may be readily applied to and detached from the truck, and a new one applied at any time when necessary with the greatest facility. The invention relates also to a novel manner of applying the springs to the truck, and in an improved arrangement of the boxes, whereby certain advantages are obtained, as hereinafter set forth.

A represents the frame of the car truck, which is of rectangular form, and constructed of iron; and B is a cross-bar, also of iron, extending centrally across the truck, and having a notch made in its upper edge to receive the upper part of a socket, C, on which the pivot or king-bolt D of the truck is placed. This socket may be of wrought or cast iron, or of steel, and it is formed with a vertical central slot, *a*, to admit of its being fitted on the cross-bar, the socket being secured to the latter by screws *b*, as shown clearly in figs. 6 and 7. By this arrangement it will be seen that the pivot or king-bolt may be very readily attached to and detached from the cross-bar B; and in case of said bolt being broken, a new one may be applied with the greatest facility. E represents the pedestals of the truck, which are secured to the side pieces of the same in the usual manner, and have the axle-boxes F fitted between them; the lower ends of the boxes F fitted between them. The lower ends of the boxes F are secured by pins *e* to the ends of bars G, one at each side of the truck; and these bars have sockets H attached to them to receive the ends of springs I, which are of steel, and of semi-elliptic form, the centres of the springs being attached to the centres of the side-bars of the trucks. By this arrangement large or small springs, or those of greater or less strength, may be applied as desired. The weight of the car, it will be seen, is transmitted through the springs I to the bars G, thence to the boxes F, which bear upon the axles J. In the outer side of each box F there is made an opening, *d*, through which oil or other lubricating material is admitted to the journals of the axles; and a slide, *e*, is fitted laterally into each box to cover the openings *d*, and prevent the admission of dust. This will be fully understood by referring to figs. 3 and 4. The slides *e* are prevented from casually moving by means of screws *f*.

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

1. The construction and arrangement of the pivot or king-bolt D of the truck on a socket C, applied to the cross-bar B, substantially as and for the purpose set forth.

2. The combination and arrangement of the springs I bars G, and the boxes F, substantially as and for the purpose specified.

3. The openings *d* in the outer sides of the boxes F, in combination with the slides *e*, substantially as and for the purpose set forth.

J. W. REYNOLDS.

Witnesses:

A. P. VINING,

JOSIAH PLATTENBURG,