

D. T. ROBINSON.

Car Truck.

No. 70,269.

Patented Oct. 29, 1867.

Fig. 1.

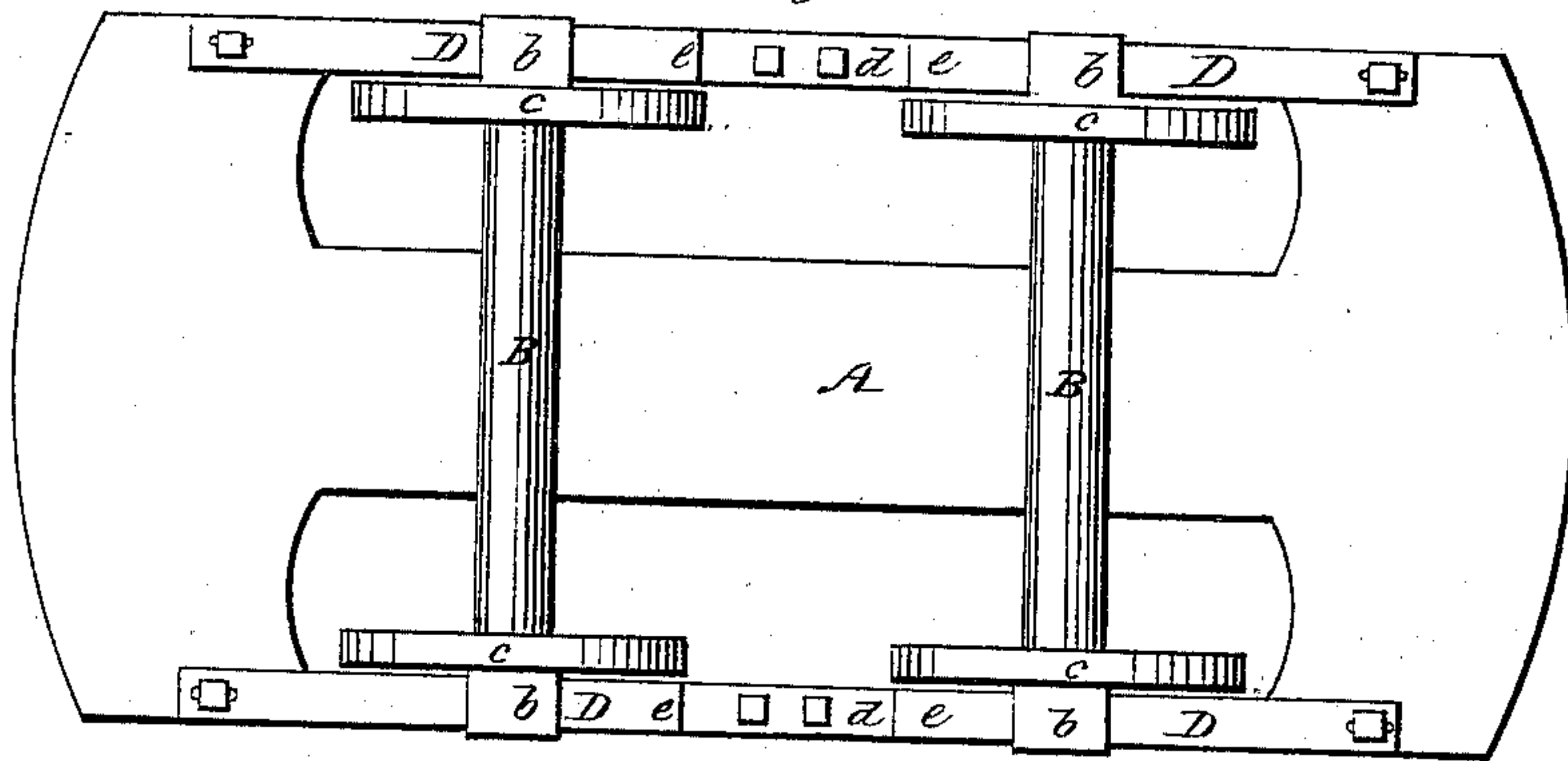


Fig. 2.

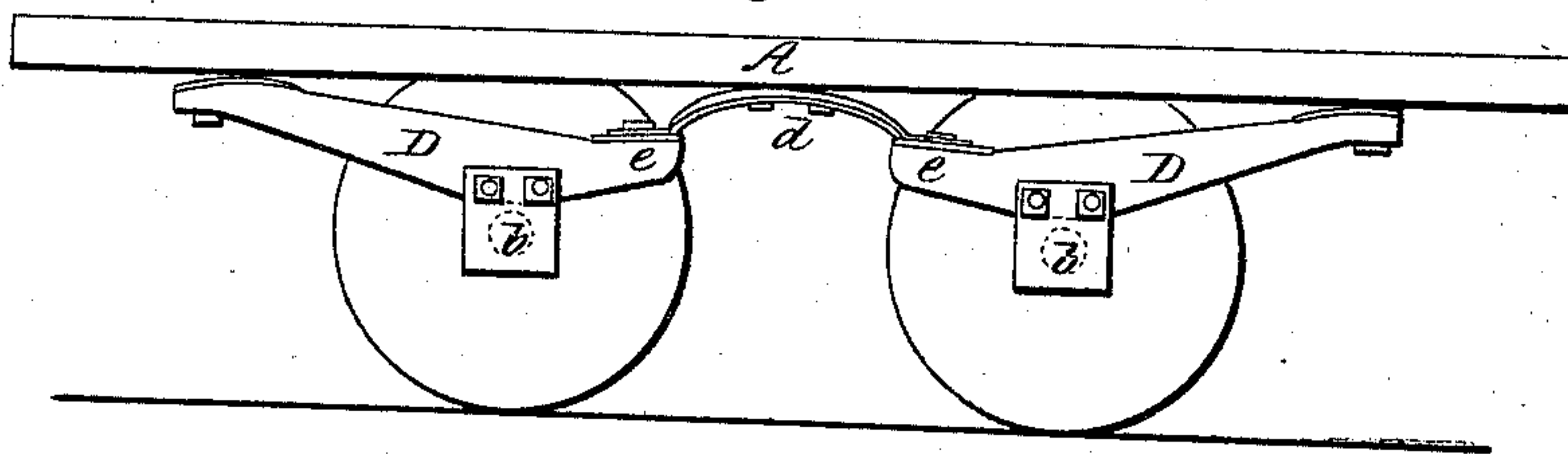


Fig. 3.

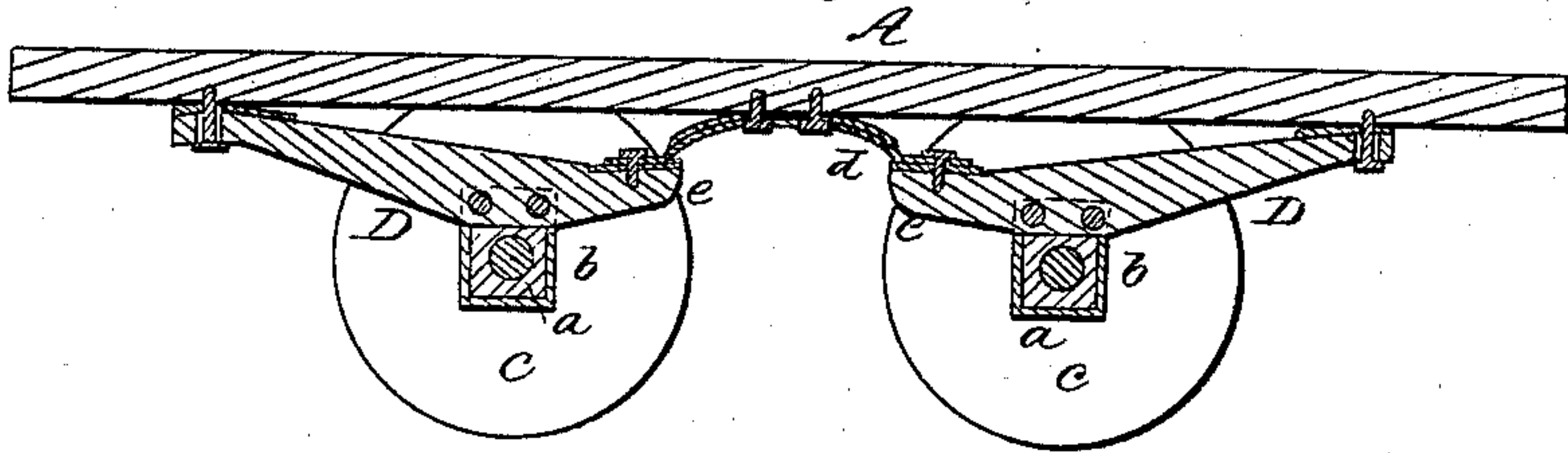
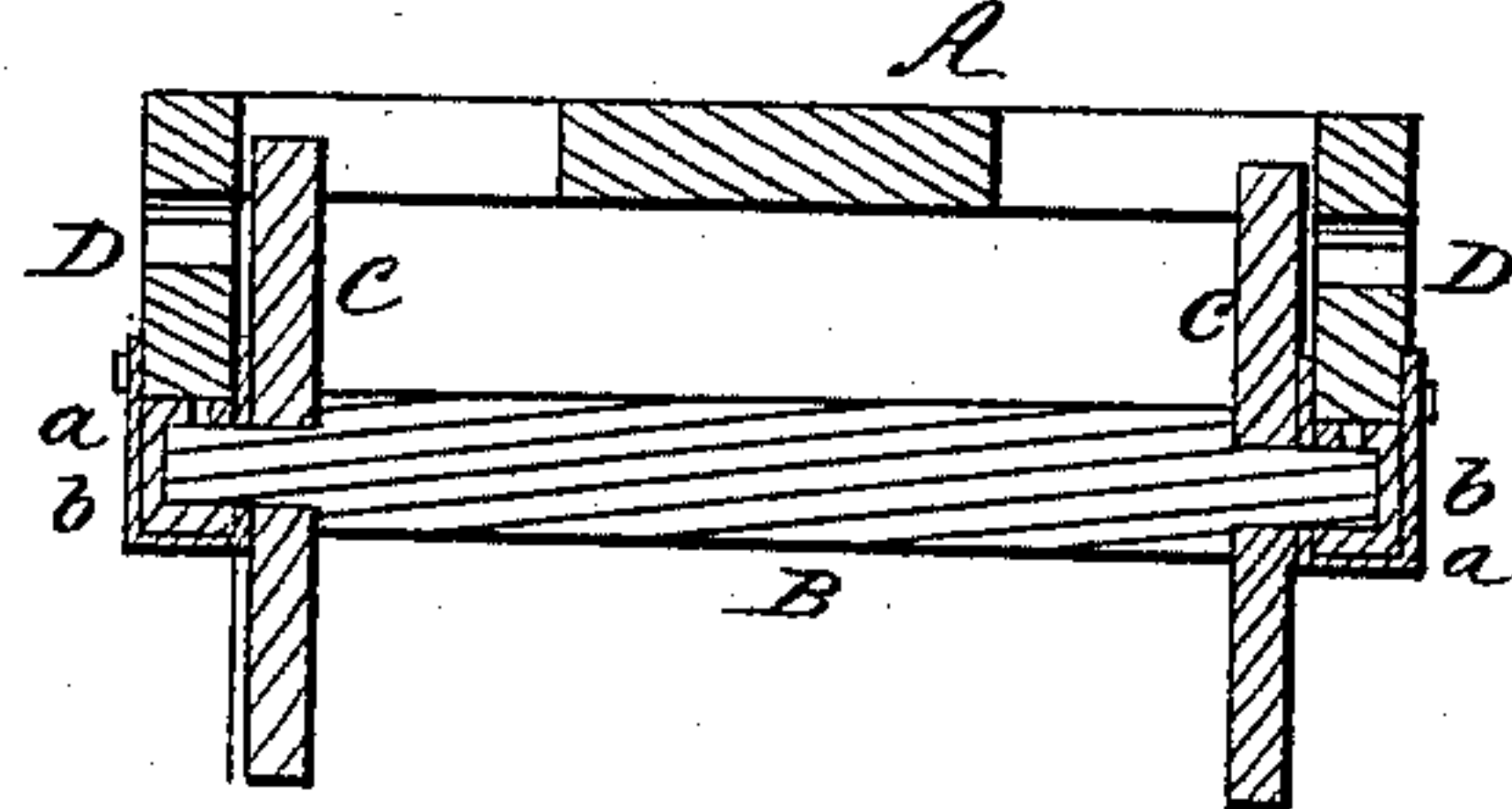


Fig. 4.



Witnesses:

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by his attorney:

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United States Patent Office.

DANIEL T. ROBINSON, OF BOSTON, MASSACHUSETTS.

Letters Patent No. 70,269, dated October 29, 1867.

IMPROVEMENT IN RAILWAY CARS.

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, DANIEL T. ROBINSON, of Boston, in the county of Suffolk, and State of Massachusetts, have invented a new and useful Improvement in Horse-Railway Cars; and do hereby declare the following to be a full, clear, and exact description thereof, due reference being had to the accompanying drawings making part of this specification, and in which—

Figure 1 is an under side view.

Figure 2 a side elevation.

Figure 3 is a vertical and longitudinal section, taken through the axle-journals and boxes, and the levers supporting them.

Figure 4 is a transverse section, taken through the same.

The object of this invention is to simplify the construction, and consequently reduce the cost of manufacture of the running parts of railway cars, besides gaining other advantages to be hereinafter described.

The invention consists in dispensing with the ordinary truck-frame now universally employed, and applying the axles and their supporting boxes directly to the levers upon which the platform is supported.

In the drawings above referred to as illustrating my invention, A represents the platform of a horse-railway carriage, B B being the axles and C C C, etc., wheels. The journals *a a* of the axles are supported in boxes *b b*, suitably fixed to and supported by levers D D, etc., as represented in the drawings. These levers are connected at their outer or longer extremities with the under part of the platform A by a loose connection, or one that will allow of a slight vertical or longitudinal movement of them with respect to the platform. A semi-elliptic spring, *d*, is securely bolted to the under side of the platform, and midway between the inner or shorter arms *e e* of the levers D D, and so that the free extremities of the springs shall rest upon the upper surface of the said arms *e e*. The springs are to be connected with the levers in such manner as to retain the latter in place against any lateral strain to which they may be subjected, at the same time allowing a free vertical movement of them. The brake is to be applied to the platform in the usual manner.

The principal advantage gained by the above-described invention is extreme simplicity and cheapness of construction, and ease of application combined with requisite strength.

Another advantage is the fact that the points of support are distributed along the entire length of the platform, thus preventing the sagging or depression of the ends of the platform, unavoidable in the present mode of construction of the running parts of a railway carriage.

I have contemplated the employment of rubber or other elastic springs in place of the semi-elliptic spring, if in practice it should be found preferable.

I claim so constructing the running portion of a railway car as to dispense with the ordinary truck, and apply the axle-boxes directly to the levers or bars upon which the carriage rests, substantially in manner and for the purpose as described.

I also claim the peculiar combination and arrangement, with the carriage body or platform, of the levers D D D, etc., and springs *d d*, applied and operating together in manner and for the purposes as before set forth.

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Witnesses:

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