J. OLNEY.

Improvement in Car-Trucks.

No. 128,898. Patented July 9, 1872.

Fig. 1.

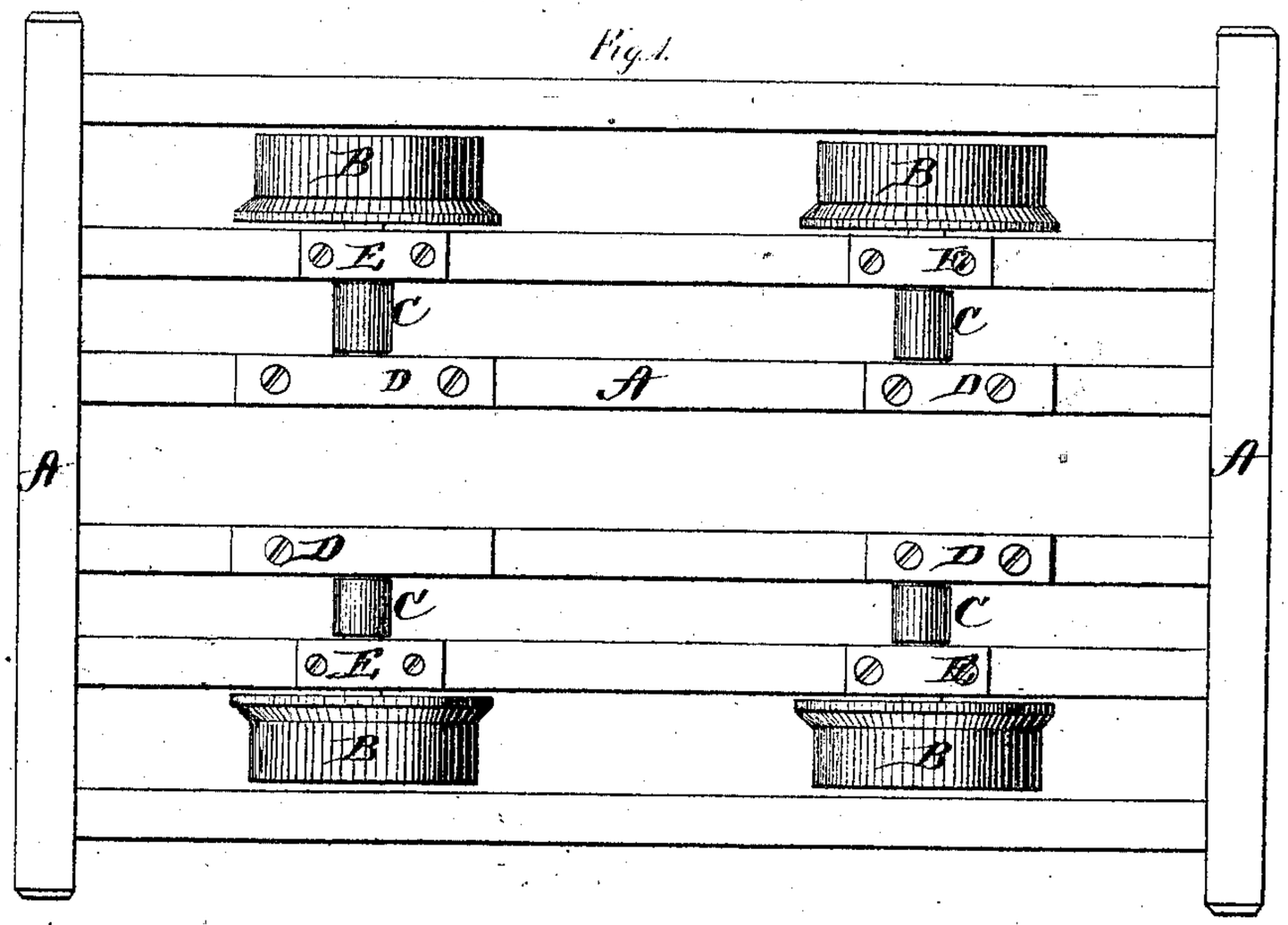
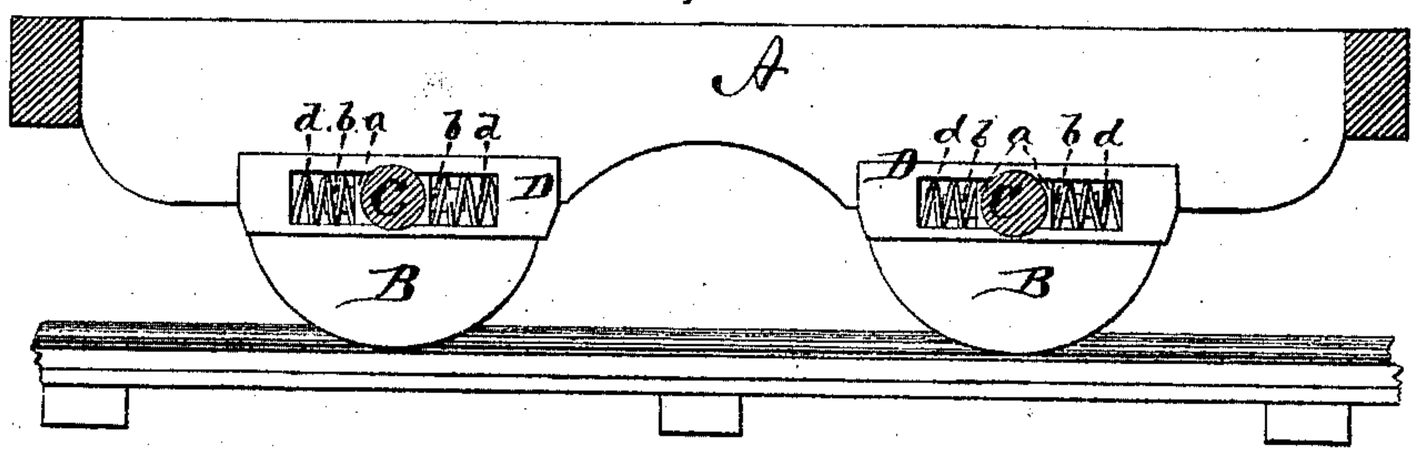


Fig. 2.



Witnesses
Jas. E. Kutchinson
C. L. Evert.

Inventor
Joseph Olney
per Alexander Thomson
Attorneys.

128,898

UNITED STATES PATENT OFFICE.

JOSEPH OLNEY, OF BURNET, TEXAS.

IMPROVEMENT IN CAR-TRUCKS.

Specification forming part of Letters Patent No. 128,898, dated July 9, 1872.

To all whom it may concern:

Be it known that I, JOSEPH OLNEY, of Burnet, in the county of Burnet and in the State of Texas, have invented certain new and useful Improvements in Car-Truck; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the arrangement of each wheel of a car-truck upon the outer end of a separate short axle, the bearings of each axle being both located on the inner side of the wheel and the bearing at the inner end of the axle provided with a sliding-box and springs, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a bottom view, and Fig. 2 a longitudinal vertical section, of my improved car-truck.

A represents the frame of my car-truck, and B B the wheels, all constructed and arranged in any of the known and usual ways. Each wheel B is placed upon the outer end of a separate short axle, C, supported by a box or bearing, E, close to the inner side of the wheel; and the inner end of each axle is placed in a sliding box, *a*, which, in turn, is placed in a horizontally-grooved stationary box, D, attached to the frame. The sliding box *a* is, on each side, provided with a pin, *b*, around which is placed a spring, *d*, the spring resting against the end of the groove in the stationary box D, as shown in Fig. 2. By this arrangement the wheel is allowed to accommodate itself to any curve or crook in the rails, preventing it from running off the same.

By locating both bearings E and D on the inner side of the wheels, it will readily be seen that the motion of the inner end of the axle necessary to allow the wheel to follow any bend in the track will be comparatively small, while if the bearings were one on each side of the wheel this motion would have to be larger.

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

In a car-truck, the arrangement of each wheel B upon the outer end of a separate short axle, C, the bearings E and D of each axle being both located on the inner side of the wheel, and the bearing D on the inner end of the axle provided with a sliding box, *a*, pins *b b*, and springs *d d*, all as herein shown and described, and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of March, 1872.

JOSEPH OLNEY.

Witnesses:

C. L. EVERT,

TOM. P. MOORE.