A. BLOOD.

CAR-PIVOT SUPPORT.

No. 174,614. Patented March 14, 1876.

Fig. 1.

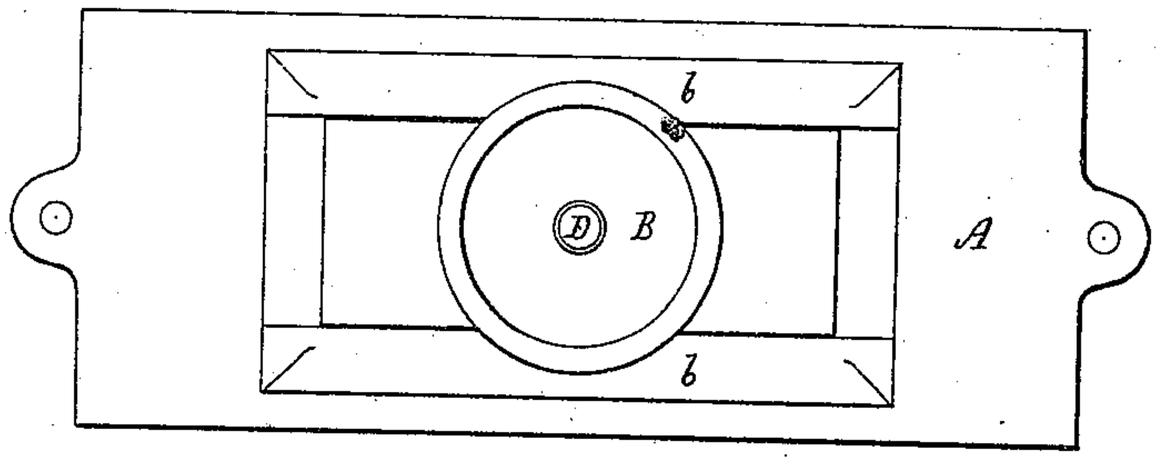


Fig. 2.

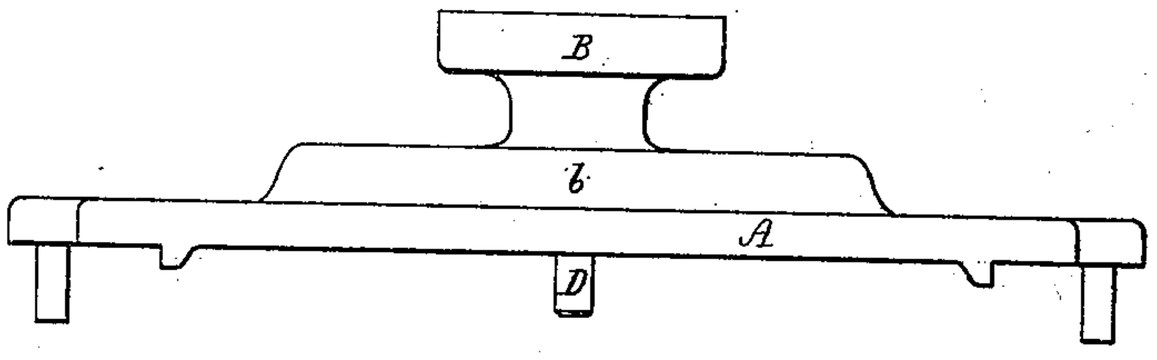


Fig. 3.

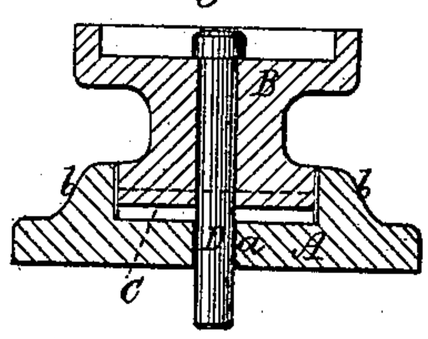
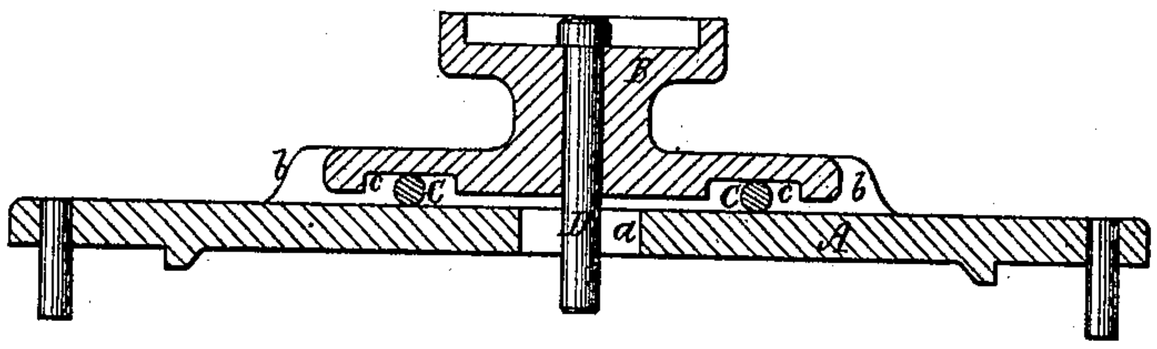


Fig. 4.



Witnesses.
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UNITED STATES PATENT OFFICE.

ARETAS BLOOD, OF MANCHESTER, NEW HAMPSHIRE.

IMPROVEMENT IN CAR PIVOT-SUPPORTS.

Specification forming part of Letters Patent No. **174,614**, dated March 14, 1876; application filed October 28, 1875.

To all whom it may concern:

Be it known that I, ARETAS BLOOD, of Manchester, of the county of Hillsborough, of the State of New Hampshire, have invented a new and useful Improvement in Railway-Carriage Pivot-Supports; and do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 a side elevation, Fig. 3 a transverse section, and Fig. 4 a longitudinal section, of one of my improved supports, which is specially intended for sustaining the pivot of a locomotive-engine boiler and parts adjacent, but which may also be employed for the pivot of a common long passenger or freight car.

In making my invention, I have sought to avoid the use of links or hangers, as heretofore employed in most, if not all, railway-car or engine-boiler pivot-supports, they being liable to become broken, and, in swaying, to raise the carriage-body more or less, and thus increase the danger of accident.

My invention consists in an improved railway-carriage pivot-supporter, it consisting of a base provided with a slot and two parallel guides, and of friction-rollers, and their pivotal bearing, provided with elongated recesses for reception of the said rollers, and for keeping them from escaping between the adjacent surfaces.

In the drawings, A denotes the slotted base, which is a rectangular plate of metal, having in its middle a slot, *a*, to extend longitudinally within the said plate. Besides the slot, the plate has two parallel ledges or guides, *b b*, raised on its upper surface, they serving to receive between them, and guide rectilinearly in its movements, the pivotal bearing B formed as represented, and provided on its lower surface with two elongated notches or recesses, *c c*, in which, and between the said bearing and the base A, are placed two friction-rollers, C C, all being as shown. The pivot-pin D goes down through the center of the bearing B and into the slot *a*, the said pivot-pin and slot operating to determine the extent of lateral play of the bearing relatively to the base. The said bearing, when in use, can move freely on the friction-rollers, which are kept in their places by the recesses, the base being bolted or fixed upon the carriage-truck at its middle.

I claim as my invention—

1. The described improved railway-carriage pivot-supporter, consisting of the base A provided with the slot *a*, and parallel guides *b b*, and of the friction-rollers C C, and the pivotal bearing B, provided with the elongated recesses *c c* for reception of the said rollers, all being arranged and to operate substantially as set forth.

2. The pivotal bearing B, provided with the recesses *c c*, having straight bearing-surfaces for the rollers C C to work against, all being as shown and described.

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Witnesses:
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