

(No Model.)

W. W. RILEY.
Car Truck for Elevated Railways.

No. 232,208.

Patented Sept. 14, 1880.

Fig. 1

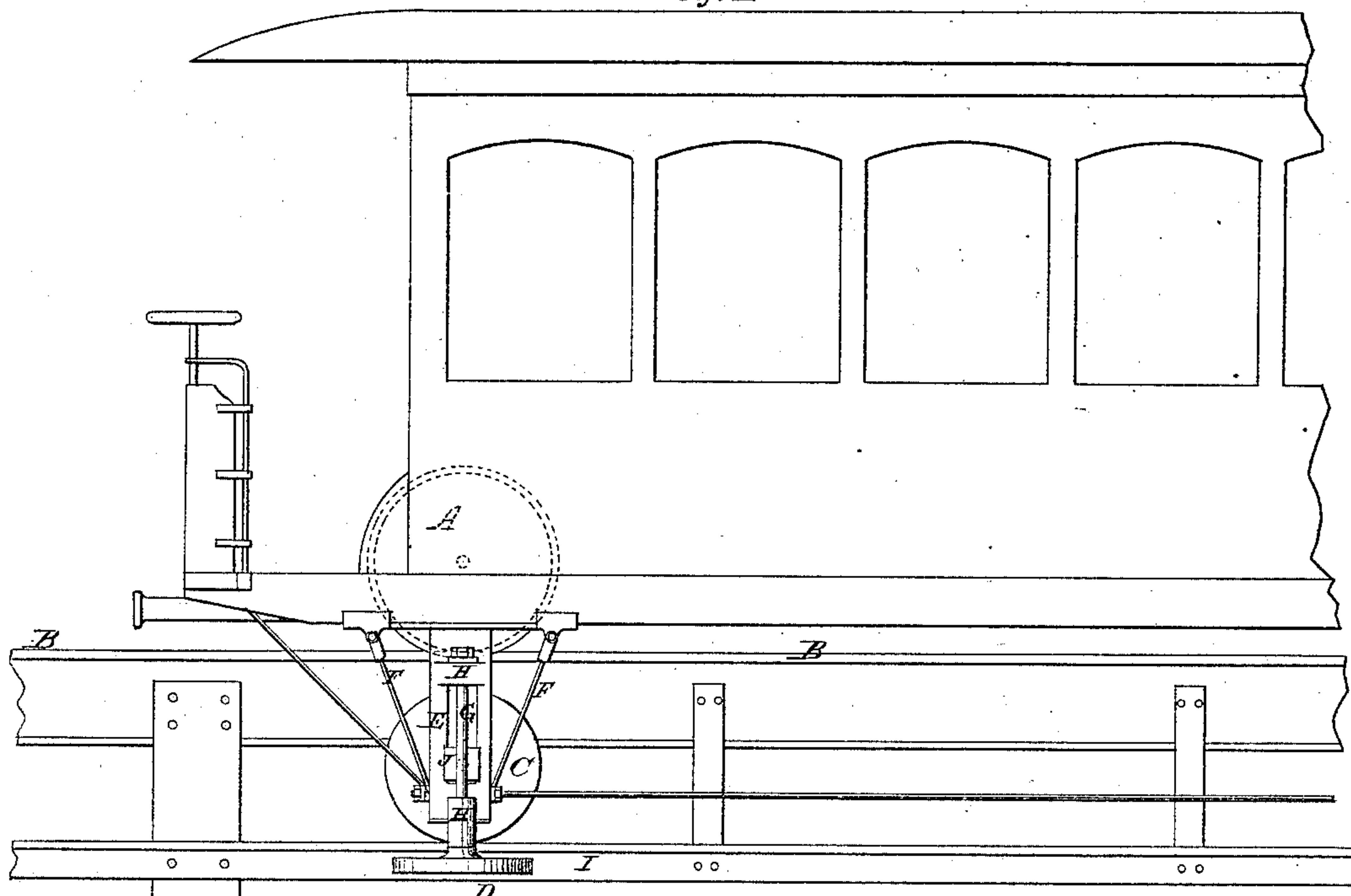
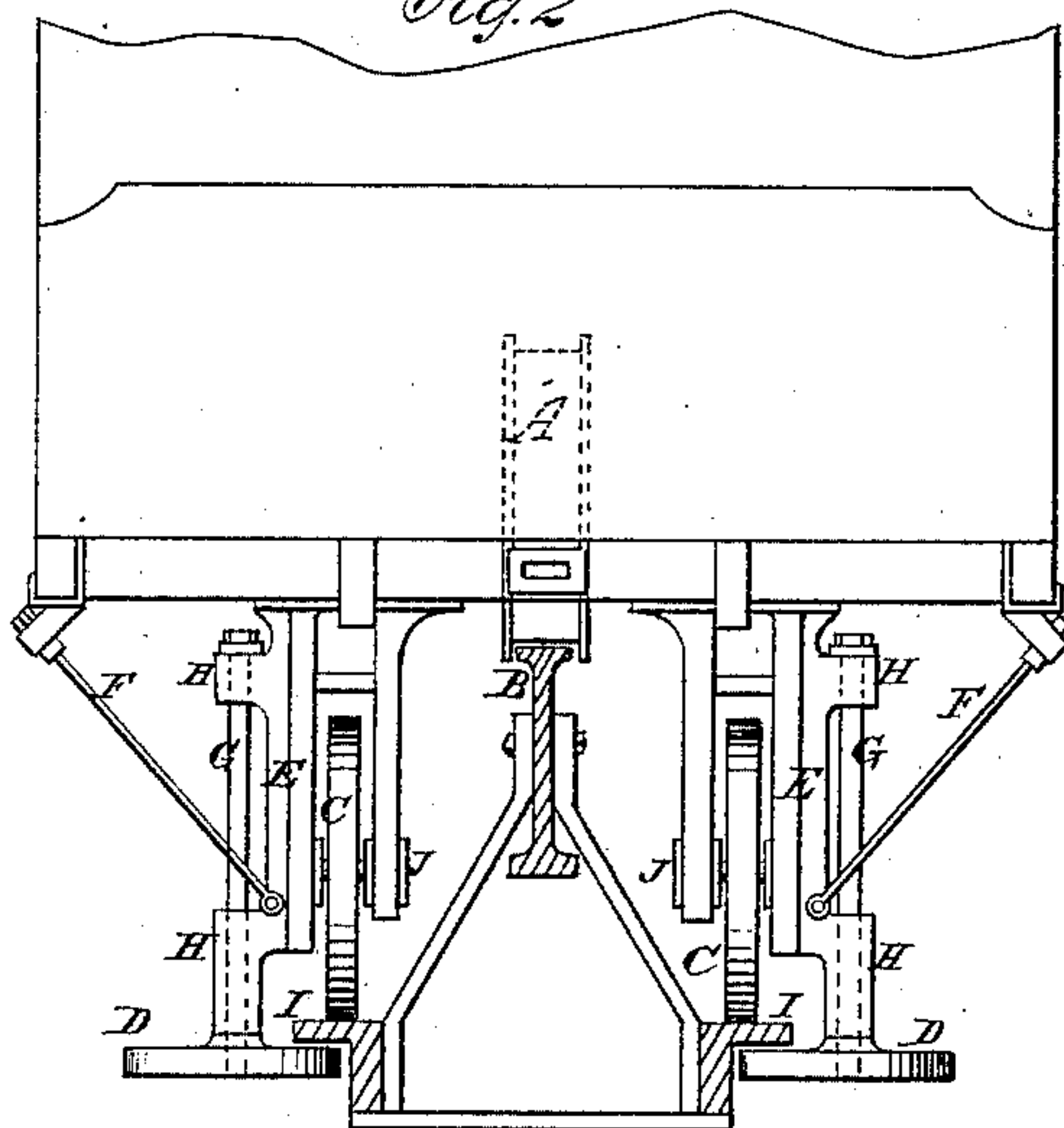


Fig. 2



Witnesses:
T. J. W. Robertson
R. Robertson.

Inventor
William W. Riley
per *Charles H. Nash*
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM W. RILEY, OF BROOKLYN, N. Y., ASSIGNOR OF ONE-HALF OF HIS
RIGHT TO FRANCIS A. BARTHOLOMEW, OF BLOOMFIELD, N. J.

CAR-TRUCK FOR ELEVATED RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 232,208, dated September 14, 1880.

Application filed April 20, 1880. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WILLSHIRE RILEY, a citizen of the United States, residing in Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Trucks for Center-Rail Elevated-Railroad Cars, of which the following is a specification.

Heretofore, as shown in a patent issued to me in the year 1876, No. 173,240, the car has been retained on the track by two or more guide-wheels bearing against the sides of a lower rail or string-piece whose upper surface is broad and flat, extending over the sides, so as to form a flange for the guide-wheels to hold against and prevent the car from lifting or jumping the track.

The object of my present invention is to afford increased safety and comfort by the use of two or more flat-faced wheels in combination with the truck, and utilize the top of the flange as well as its bottom, thereby affording a perfect and well-balanced gripe between the truck and structure, which will prevent the car from swaying, as well as spreading the strain more generally, by placing a portion of the weight of the car upon the safety-rails, which are situated below the main central rail at the base, the frame forming its support-rail.

Figure 1 represents a side view. Fig. 2 is an end view of the same.

Similar letters of reference indicate corresponding parts.

In the case here presented the car is provided with two double-flanged wheels, A, one being set at each end thereof, and in order to balance the car perfectly upon the single rail B, I have two vertical wheels, C C, and two horizontal wheels, D D, arranged on a single casting, E E, each side of the central wheels. These castings are rigidly attached to the

bottom of the car, so as to bring the wheel-centers all in line, as shown in Fig. 1, and are stiffened in position by braces F F.

The horizontal wheels D have flat faces, and are held in position by the shaft G, which extends upward through the lugs H H of the casting. The said wheels extend below the flange of the safety-rails I, and are of sufficient diameter to reach the exterior side of the same.

The vertical wheels C C have flat faces and are journaled in ordinary boxes, J, set in the casting. These wheels are designed to bear on top of the flanges of the safety-rails directly over the horizontal wheels, as shown in the drawings, so as to relieve any tendency of the car to sway, and serve as a means of distributing the strain caused thereby upon the whole structure.

I am aware that trucks for elevated railways have been made with a single broad-faced bearing-wheel resting upon the tread of a T-track, with horizontal driving-wheels bearing directly against the sides of the said track, and vertical wheels bearing upward against the under side of the same, so as to house the said track by the truck-wheels. This I do not claim; but

What I do claim as new, and desire to secure by Letters Patent, is—

A truck for center-rail elevated railroads, having central double-flanged wheels A A, poised and held upon said rail by vertical wheels C C and horizontal wheels D D, said wheels bearing upon and against flanged safety-rails situated below the center rail at each side of the base of its support, substantially as shown and described.

W. WILLSHIRE RILEY.

Witnesses:

FRANK A. BARTHOLOMEW,
CHARLES H. NASH.