

Model.)

I. TOWELL.
STREET CAR.

No. 245,414.

Patented Aug. 9, 1881.

Fig. 1.

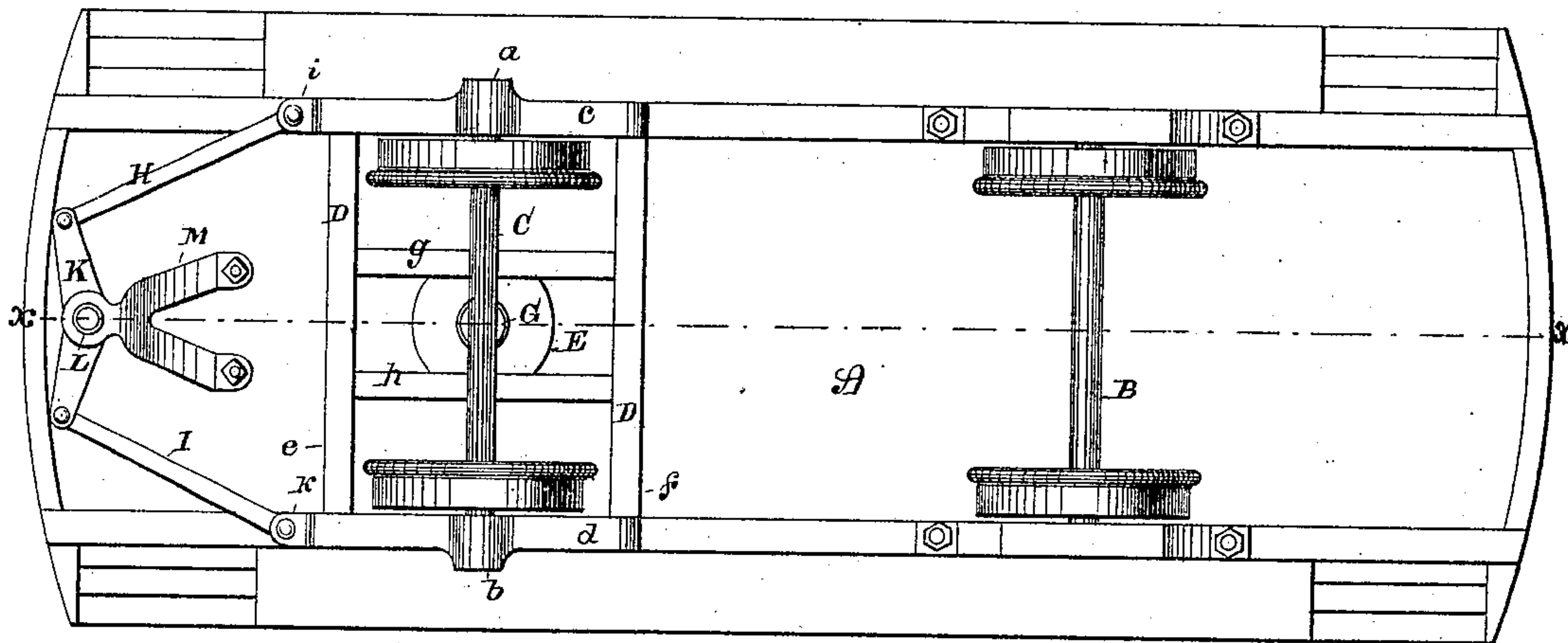


Fig. 2.

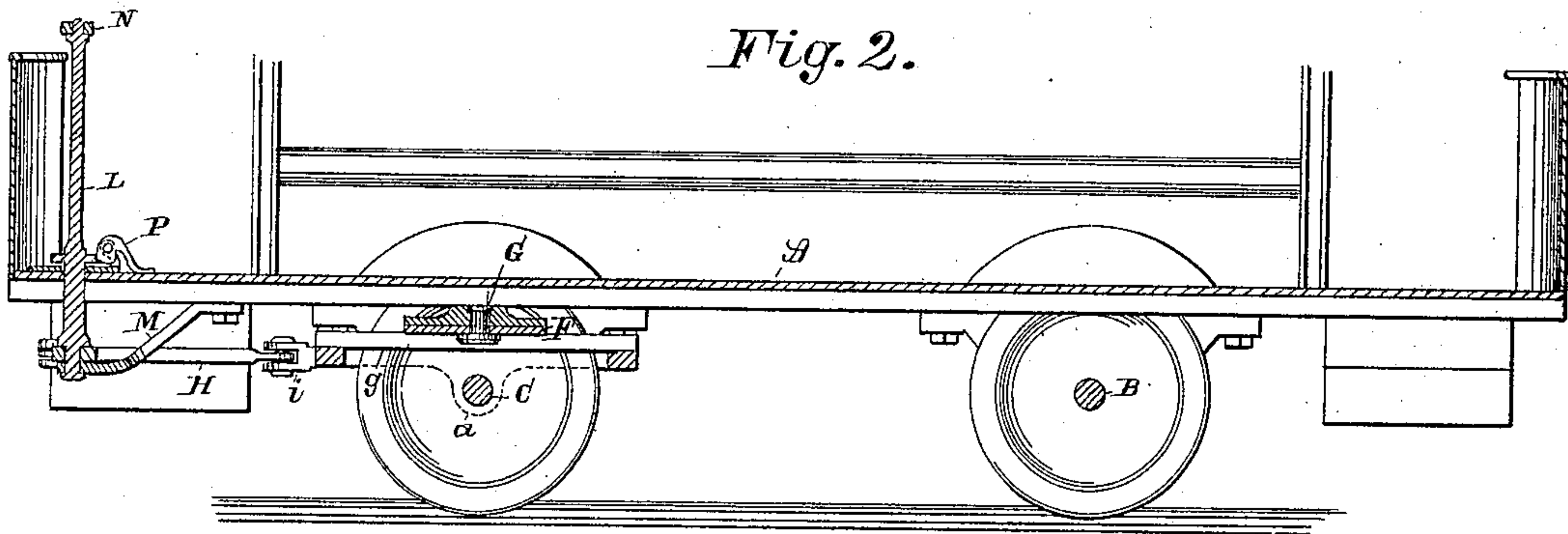
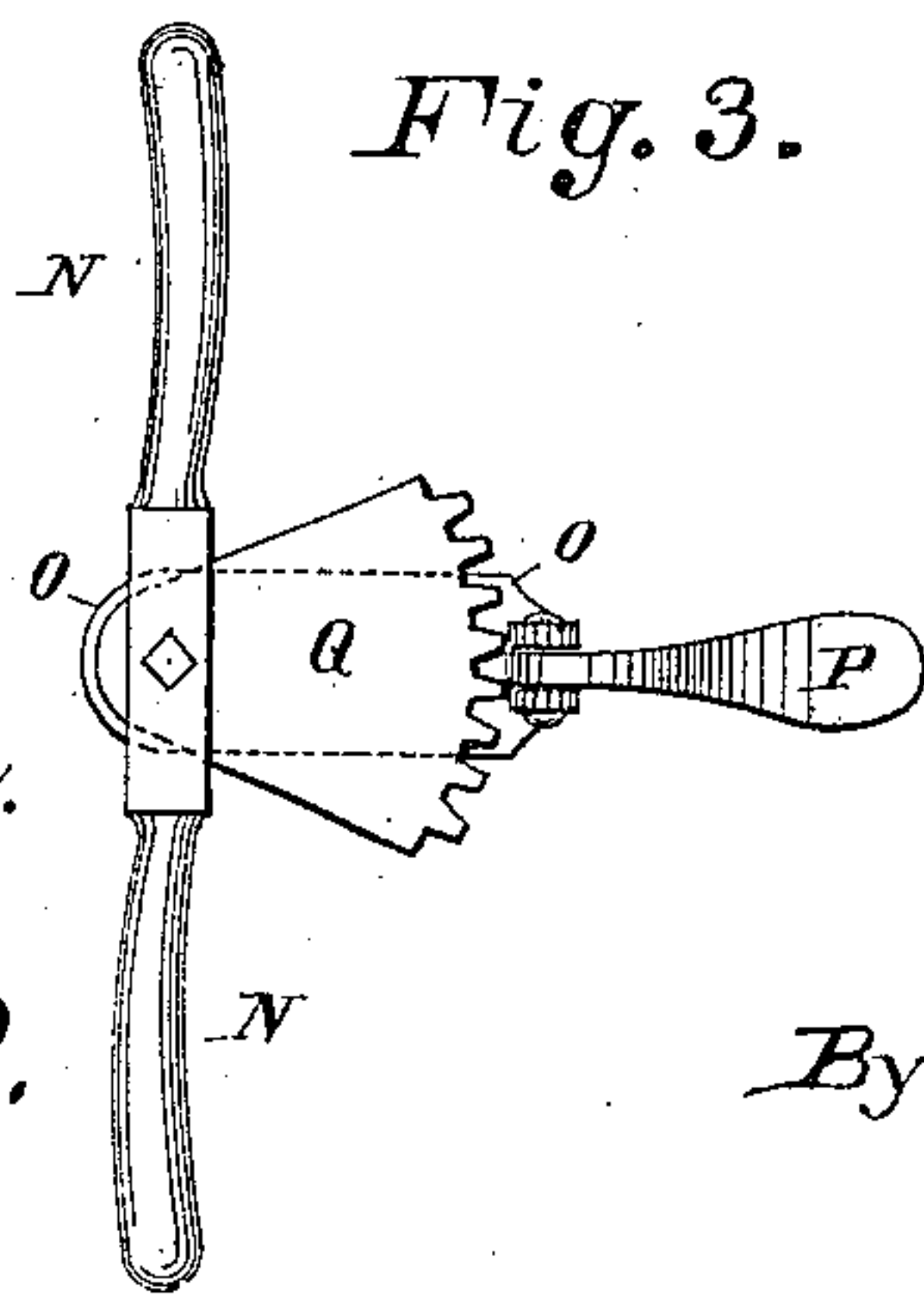


Fig. 3.



Attest:

Herm. Lauten.
Notary Public.

Inventor:

Isaac Towell.

By

H. J. Abbott.

Attorney.

UNITED STATES PATENT OFFICE.

ISAAC TOWELL, OF COLUMBUS, TEXAS.

STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 245,414, dated August 9, 1881.

Application filed June 4, 1881. (Model.)

To all whom it may concern:

Be it known that I, ISAAC TOWELL, a citizen of the United States, residing at Columbus, in the county of Colorado and State of Texas, have invented certain new and useful Improvements in Street-Cars, the same being an improvement upon Letters Patent No. 219,039, granted to me August 26, 1879; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a bottom view of a street-car embodying my invention. Fig. 2 is a vertical longitudinal section on the line xx of Fig. 1, and Fig. 3 is an enlarged view of the locking device.

My invention has reference to the construction of steam and other street-cars, whereby the same can be readily turned around corners, having for its object the simplifying of the construction and lessening the cost of construction of my invention described in Letters Patent hereinbefore referred to; and it consists in the construction of the various parts, as will be hereinafter more particularly set forth.

In the accompanying drawings, A represents the body of a street-car of any suitable construction; and B the rear axle, having its bearings in blocks secured at either side of the bottom of the car, and wheels rigidly attached thereto.

C represents the front axle, having two wheels rigidly attached, and provided with bearings a b in a truck or frame, D. The frame D is composed of two parallel side bars, c and d , two parallel cross-bars, e and f , extending from and secured to the bars c and d , and two central bars, g and h , extend from the bar e to the bar f , to both of which they are attached.

To the bars g and h , in the center of the frame, is secured a disk, E, of suitable dimensions, upon which rests a disk, F, these two disks being secured together by a king-bolt,

G, and the disk F secured to the bottom of the car by any suitable means. This form of construction provides for the revolution of the frame.

The front ends of the bars c and d are provided with clips i and k , to which are bolted the eyes of rods H and I, that extend a suitable distance forward to the front end of the car, converging to the ends of a lever, K, to which they are attached. The lever K is secured to, or may form a part of, a vertical rod, L, that is stepped in a bracket, M, and extends through the bottom of the front platform of the car, terminating in a cross-bar, N, that gives abundant leverage.

On the platform of the car a plate, O, is secured, through which the rod L passes. Immediately above this plate the rod L has a serrated sector, Q, secured to it, forming a collar to bear upon the plate O and assist in sustaining the rod, and extending to the end of the plate, where the serrations engage with the end of a lever, P, suitably located and arranged to be operated by the foot of the driver.

In operating this device, as the car approaches a curve, the lever P should be raised and the wheels set for the curve, when the lever may be dropped into place again.

In the drawings accompanying this application I have shown my device applied to but one end of a car; but it is manifest that it may be applied to both ends when desired.

Having thus described my invention, I desire to secure by Letters Patent—

1. A street-car truck or frame, D, formed of parallel side bars, c and d , cross-bars e and f , bars g and h , disks E and F, and king-bolt G, substantially as shown and described.

2. The combination of the rod L, lever K, rods H and I, bracket M, and truck D, substantially as shown and described.

3. The combination of the rod L, plate O, sector Q, and lever P, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

ISAAC TOWELL.

Witnesses:

HERM. LAUTEN,
JOSEPH FORREST.