

(No Model.)

G. O. BISHOP.

CAR TRUCK.

No. 250,337.

Patented Dec. 6, 1881.

Fig. 1.

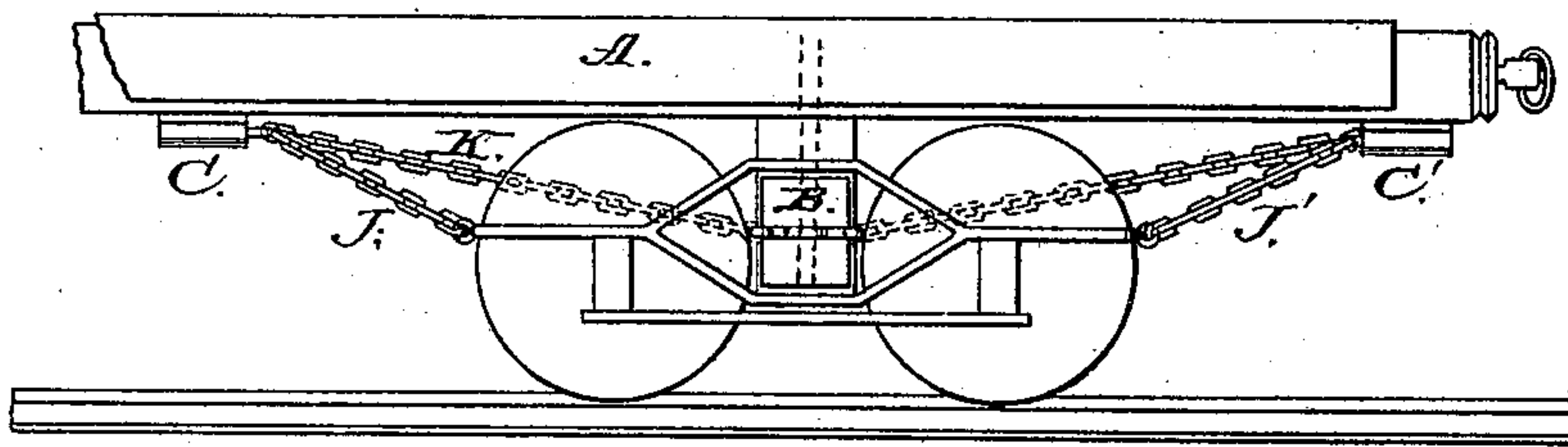


Fig. 2.

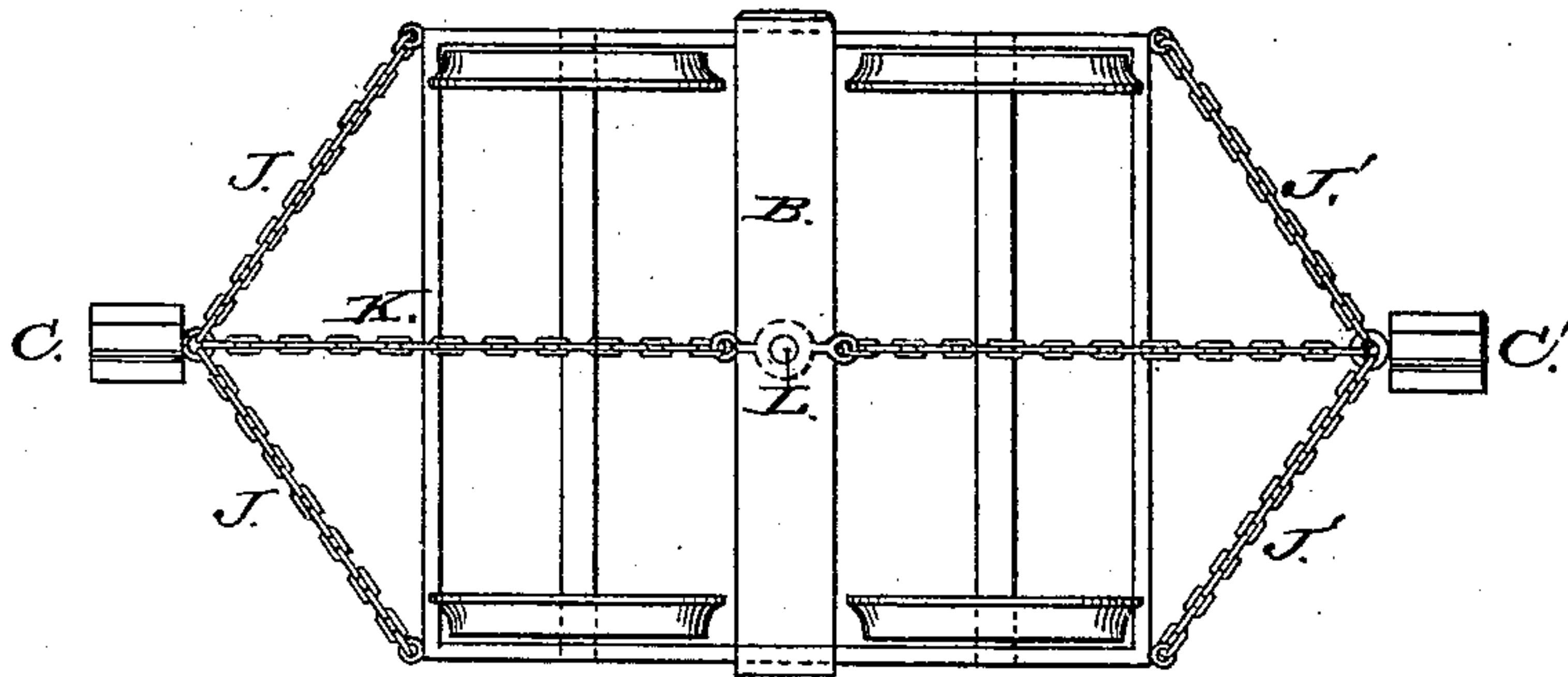


Fig. 3.

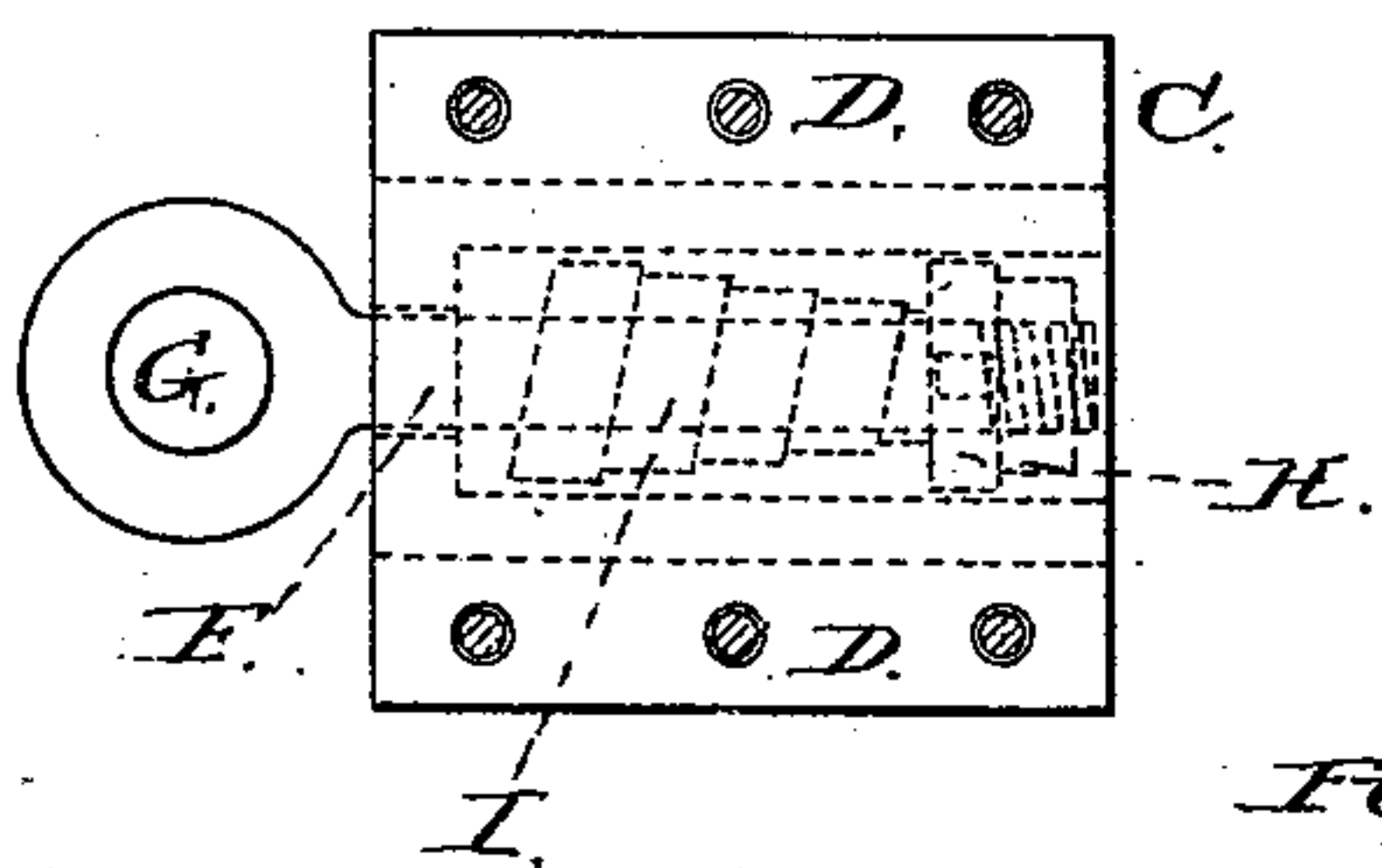


Fig. 4.

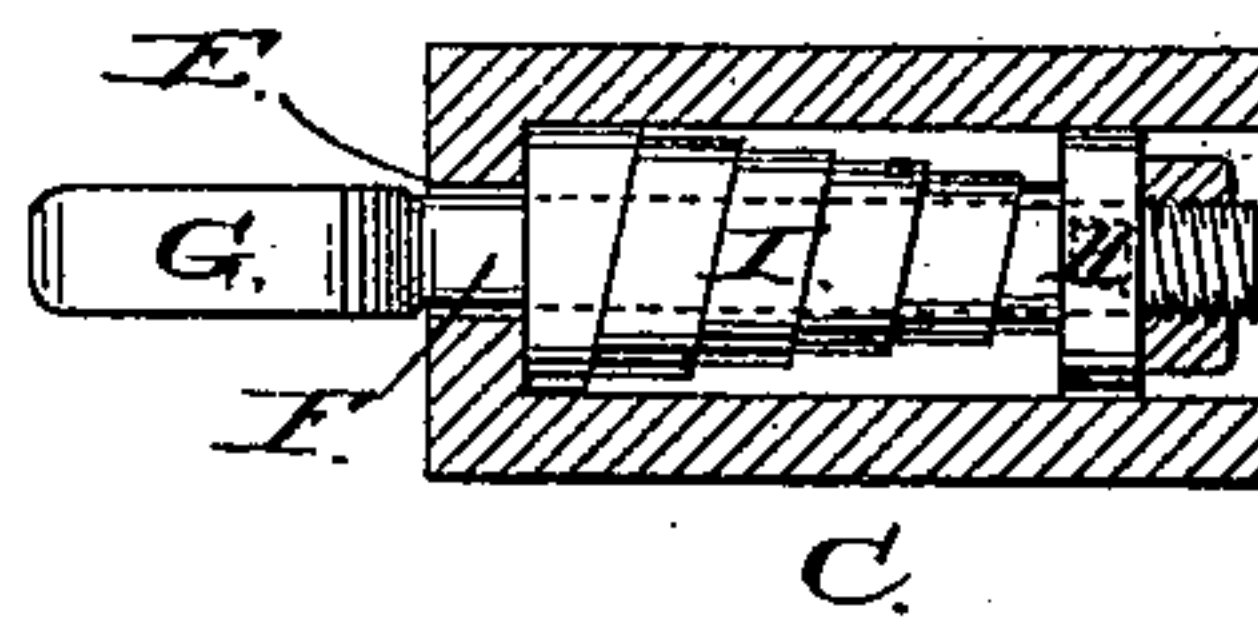
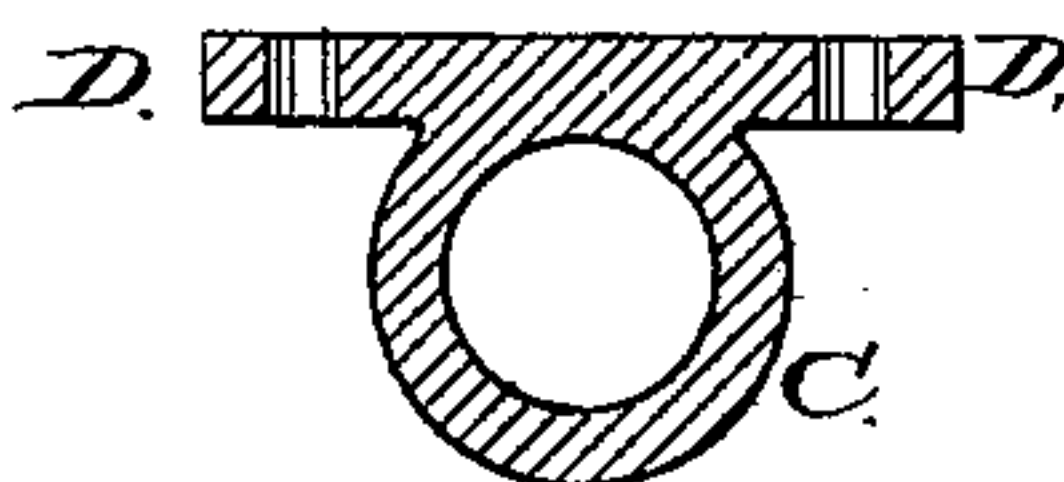


Fig. 5.



WITNESSES

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CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 250,337, dated December 6, 1881.

Application filed March 26, 1881. (No model.)

To all whom it may concern:

Be it known that I, GOODWIN O. BISHOP, of Hannibal, in the county of Marion and State of Missouri, have invented certain new and useful Improvements in Railway-Trucks; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—
10 Figure 1 is a side elevation of a truck embodying my improvement. Fig. 2 is a plan view of the same, and Figs. 3, 4, and 5 are detail views.

This invention relates to railway-trucks; and it consists in the novel construction and arrangement of parts, hereinafter fully described, and particularly pointed out in the claim.

Referring by letter to the accompanying drawings, A designates the truck-frame, and B the transom thereof.

C C' designate cast-iron cylindrical boxes, having flanges D, by which the boxes are securely fastened to the body of the car, screws or bolts being used for this purpose. These boxes C C' may be made in two parts, may be cast hollow, or the upper portion between the flanges D may be left open. Preferably I make it of one piece. One end of the boxes is open, the other being nearly closed, a small opening, E, being left for the passage of the bolt F. The bolt F is provided with an eye or ring, G, at one end, and is slotted for the reception of a key, H, near its other end. A spiral spring, I, encircles this bolt between the key and the

partially-closed end. The object of this spring is to prevent the breaking of the chains, hereinafter described, by the concussion in coupling the cars by keeping the chains taut, and at the same time to enable the trucks to round a curve in the track.

J J' designate chains converging from the corners of the truck-frame A to the eyes of the bolts F. A central chain, K, passes from the diverging points in the chains J J' to the middle of the transom B, where it is secured by means of an iron plate passed through the transom and a center pin, L.

Many accidents are caused by the trucks turning upon their center pins, in the ordinary construction, either by a misplaced switch, a broken rail, or the car leaving the track by any other cause; and this attachment of chains, while not interfering with the working of the trucks, prevents their turning or becoming detached and keeps them in line with the body of the car.

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

In a railway-car truck, the combination, with the truck-frame A, having transom B, of the converging chains J J', the middle chain, K, the boxes C C', bolt F, spring I, and key H, substantially as and for the purposes specified.

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Witnesses:

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