

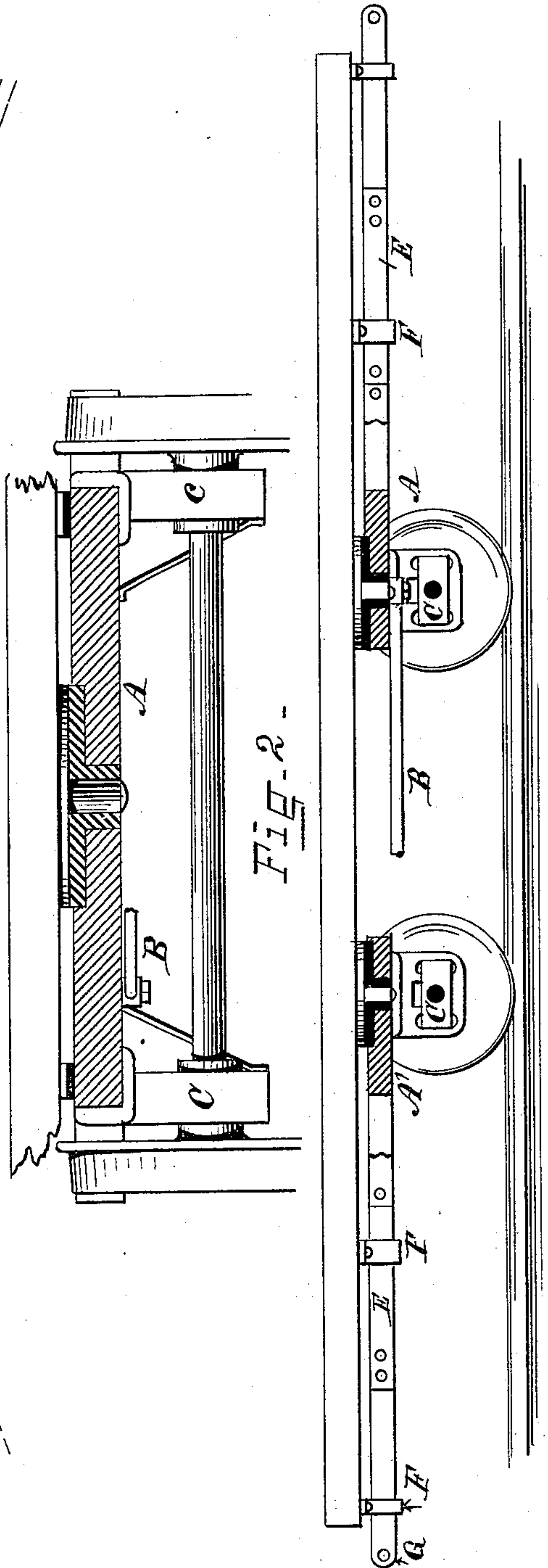
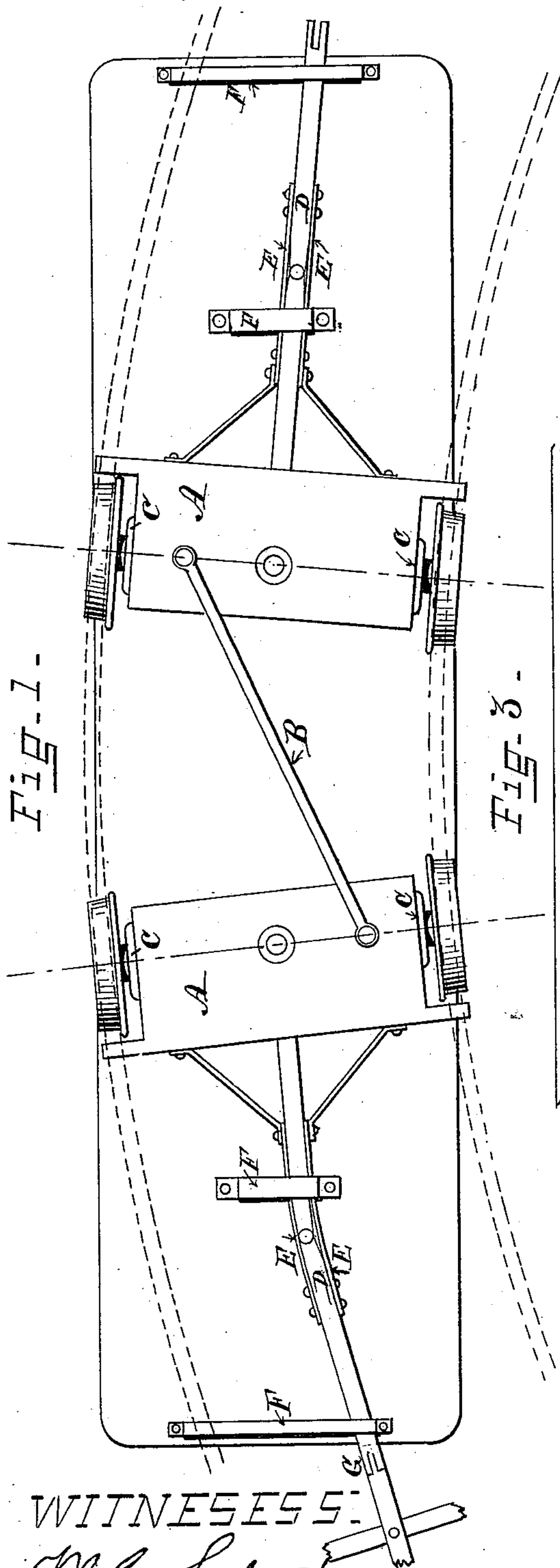
(No Model.)

A. T. PEIRCE.

CAR TRUCK.

No. 300,795.

Patented June 24, 1884.



WITNESSES:

W. C. Sylvester
Joshua C. Potter

INVENTOR:

Amos T. Peirce

UNITED STATES PATENT OFFICE.

AMOS T. PEIRCE, OF FAIRHAVEN, MASSACHUSETTS.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 300,795, dated June 24, 1884.

Application filed April 1, 1884. (No model.)

To all whom it may concern:

Be it known that I, AMOS T. PEIRCE, a citizen of the United States, residing in Fairhaven, in the county of Bristol and State of Massachusetts, have invented new and useful improvements in trucks for steam and horse cars to obviate friction and prevent jumping the track, and to procure safety when running on curved rails, of which the following is a specification.

My invention consists in a diagonal connecting-bar connecting the two trucks together; in swiveling truck-bearings inside of wheels; in hinged tongue with spring-braces, straps, and iron plates, as hereinafter claimed.

Figure 1 is a vertical view of the mechanism of the running devices of a horse-car with my improvements applied to it. Fig. 2 is a side elevation of Fig. 1. Fig. 3 is a transverse section of Fig. 1 through center of truck.

The letters of reference indicate like parts in the different figures.

A A are the trucks; B, the connecting-rod; C C C C, hangings and boxes; D, the tongue or draw-bar; EE, steel springs secured to both sides of the tongue; F, strap to sustain the tongue or draw-bar; G, connection of the tongue with draw-bar. These devices constituting my invention being applied to a steam or horse car, as shown, the novelty and operation of my invention may be noted.

It is apparent to all railroad-engineers that in running on curves with the well-known rigid hangings the danger of jumping the track is greater than when running on straight lines. By my invention it will be seen that the trucks, by means of the connecting-bar, cause the treads of the wheels to assume the same bearings on the rails of curves that they have on the rails of straight lines, and that they are no more inclined to rise and jump the track on curved than on straight rails, and thus the danger of accident, the wear of the rails and the wheels, and the power of locomotion are equalized.

I do not confine myself to attaching the draw-bar as shown. It may be on steam-cars attached directly to the truck.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a car-truck, the combination of the hinge-bar D, provided with springs E and supported by straps F, truck A, having inside bearings, as shown and described, and the diagonal connecting-bar B, all arranged for joint operation in the manner substantially as specified.

AMOS T. PEIRCE.

Witnesses:

W. C. SYLVESTER,
SOUTHWARD POTTER, 2d.