

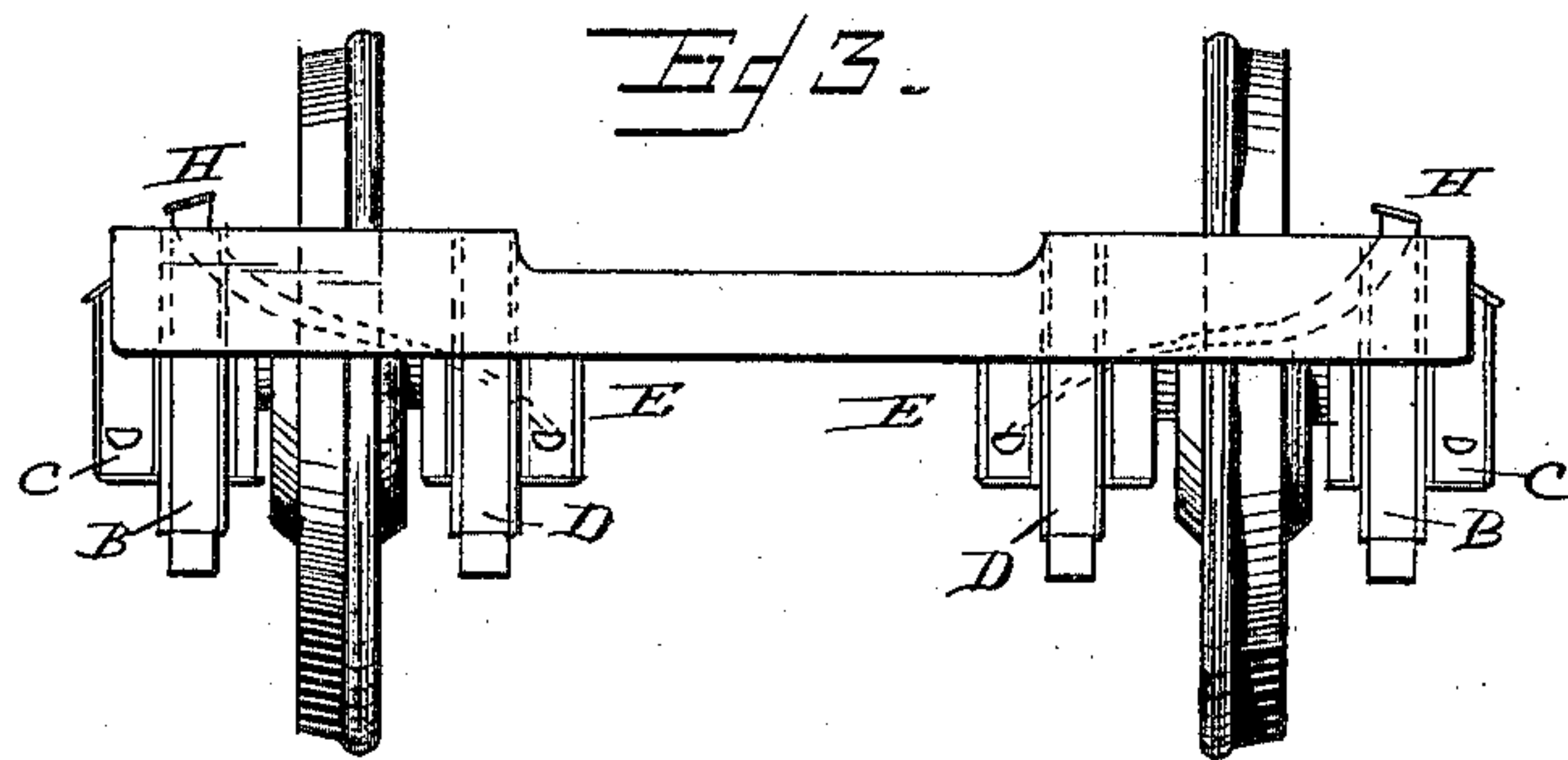
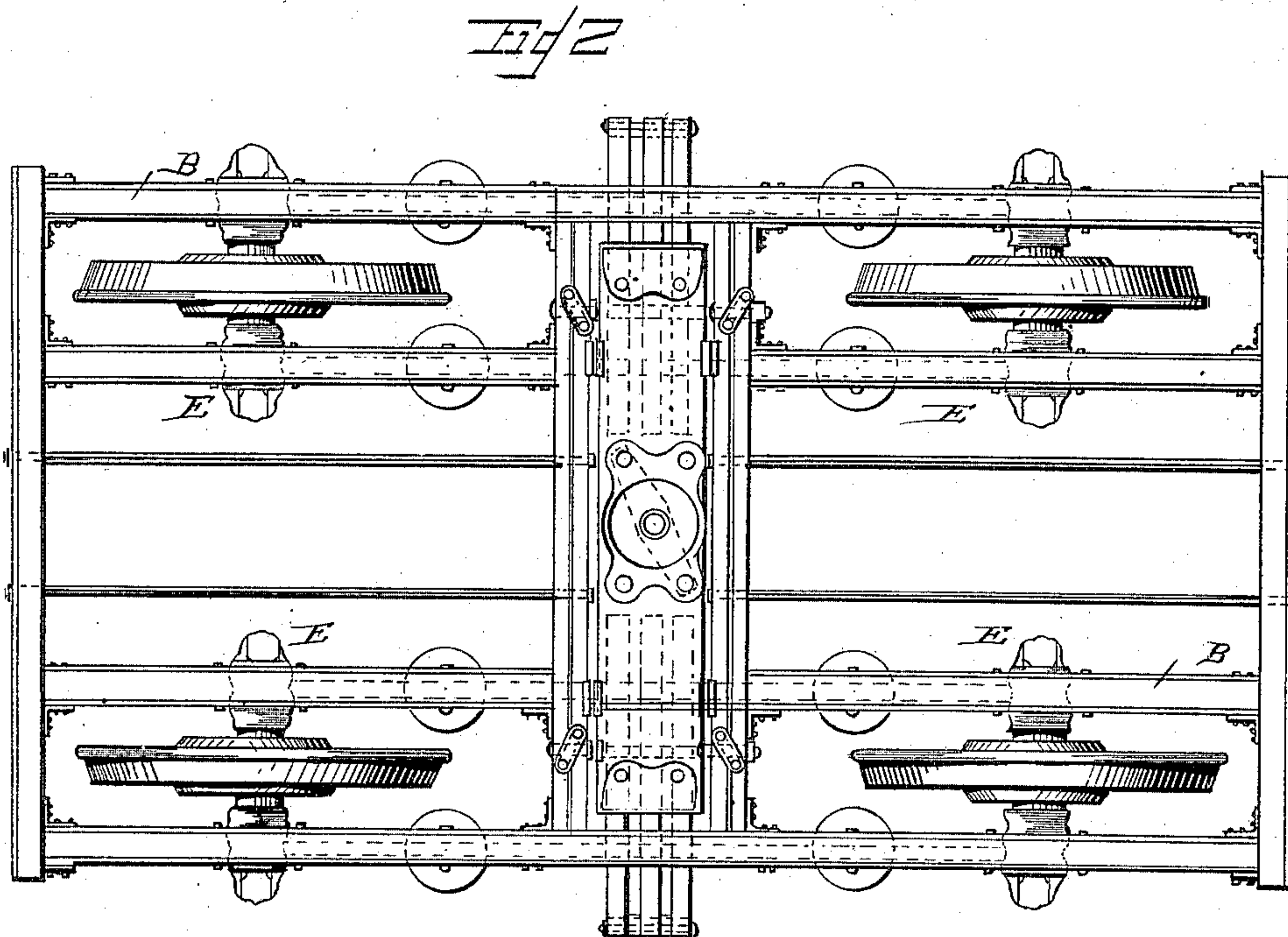
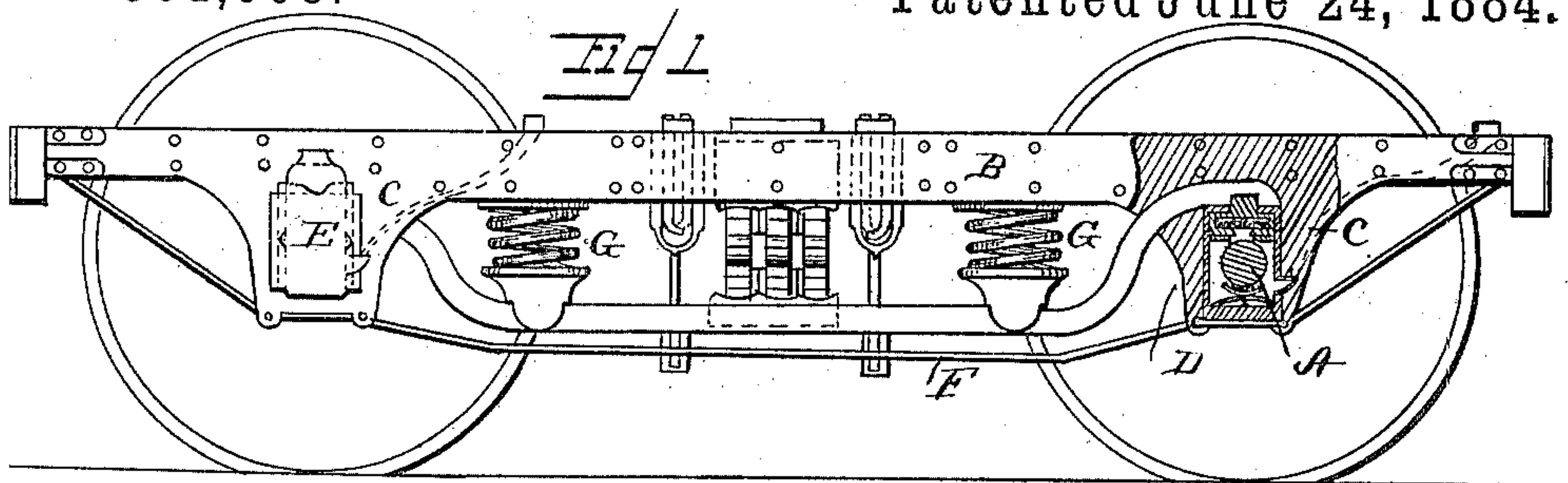
(No Model.)

T. H. ROBERTS.

CAR TRUCK.

No. 301,008.

Patented June 24, 1884.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

THOMAS HENRY ROBERTS, OF WILMINGTON, DELAWARE.

## CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 301,008, dated June 24, 1884.

Application filed March 26, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS H. ROBERTS, a subject of the Queen of Great Britain, residing at Wilmington, in the county of New Castle and State of Delaware, have invented a new and useful Divided Axle for Car-Trucks, of which the following is a specification, reference being had to the accompanying drawings.

This invention has relation to the trucks of railroad and street cars, and is designed to provide for the easier running of the cars around curves; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

Figure 1 is a side elevation of a car-truck embodying the improvements of my invention. Fig. 2 is a plan view, and Fig. 3 is an end elevation.

As the axles of railway-car trucks and street-car trucks are now constructed and used they are objectionable, especially where the cars are turning curves in the track, in this, that both the inner and outer wheels are on the same axle, and the wheel on the outside of the curve has to travel the longer radius, which causes the grinding and slipping of the inner wheel, and the consequent wear of rails and tires, and also the retarding of the speed on short curves, together with great loss of motive power.

The object of my invention is to obviate these defects; and I effect this object by dividing the axles and turning the inner portions of said divided axles to form journals corresponding exactly with the outer journals, as shown at A. The longitudinal bars B are arranged, as shown, to carry the pedestals C, which correspond with those now in use on the sides D. Extra boxes E, equalizing-bars F, and coiled springs G are used. The entire arrangement of the truck is such that the

same pattern of axle-boxes, brasses, equalizing-bars, pedestals, and coiled springs now in use can be used thereon. The inner boxes, E, are fed with oil through a small tube leading from an oil receptacle or receiver, H, which conveys the oil direct to these boxes from the outside, avoiding the necessity of getting under the truck.

By the construction above described each wheel works separate and independent of the others, and in traveling around curves allows the outer wheels to travel faster, as the greater radius of the outside of the curve demands, thus saving the grinding and slipping of the inner wheels, and the consequent wear of the rails and tires, and also the retarding of the speed, together with the great loss of motive power.

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

1. In a car-truck, the combination, with the truck-frame provided with the longitudinal beams B, having the pedestals C, equalizing-bars F, coil-springs G, and extra boxes E, of the divided axles having journals A, and the inner boxes, E, having the oil-receptacle H on the outside of the truck-frame, connected to the inner box by a feed-tube, substantially as specified.

2. In a car-truck, the combination, with the inner extra boxes, E, of the oil-receptacle H on the outside of the truck-frame, connected to said inner box by a feed-tube, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

THOMAS HENRY ROBERTS.

Witnesses:

THOMAS R. LALLY,  
WM. M. HOLT.