

(No Model.)

D. MOULTON.

ELEVATED RAILROAD AND CAR TRUCK FOR THE SAME.

No. 312,004.

Patented Feb. 10, 1885.

FIG. 1

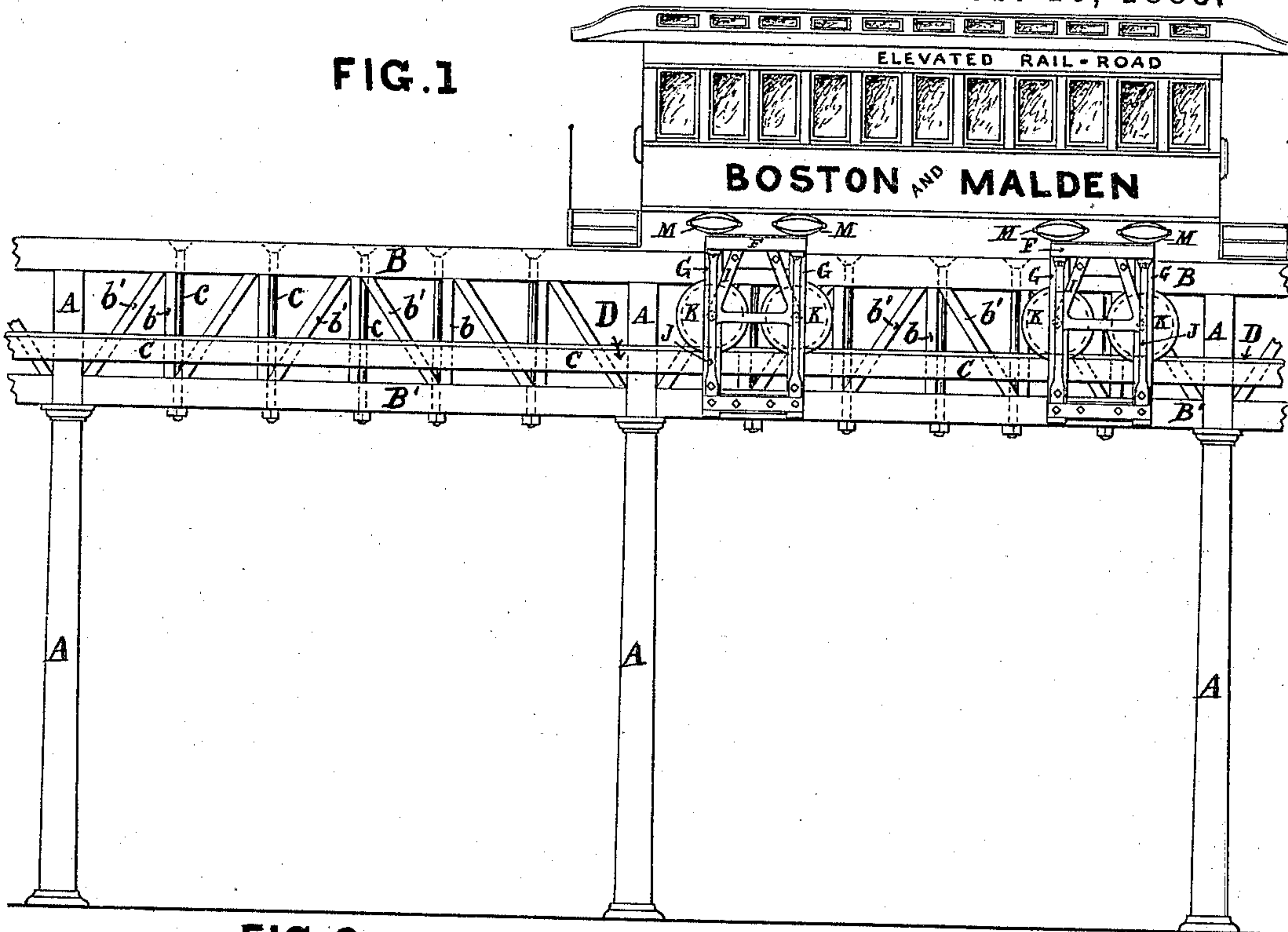


FIG. 2.

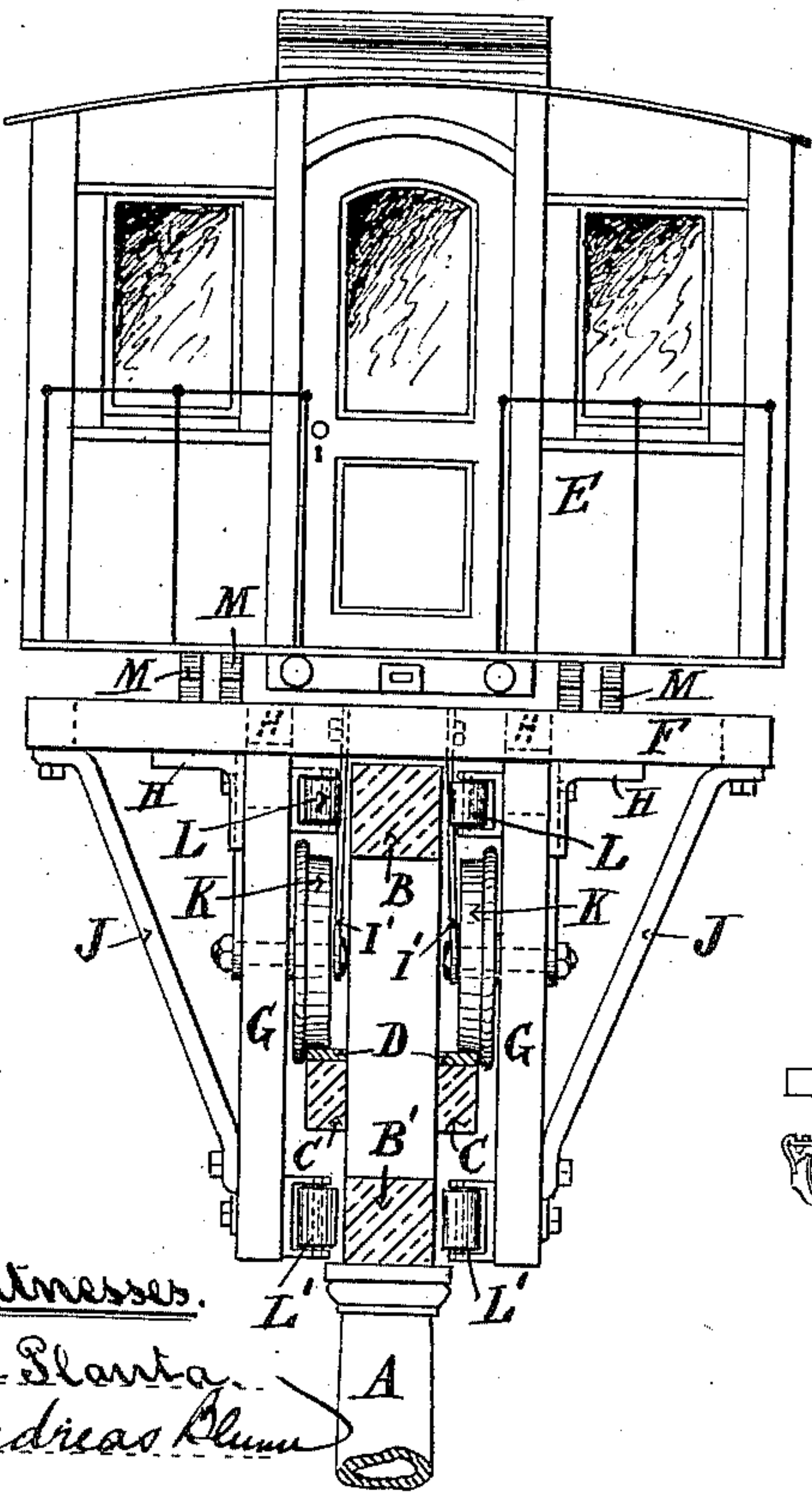


FIG. 3.

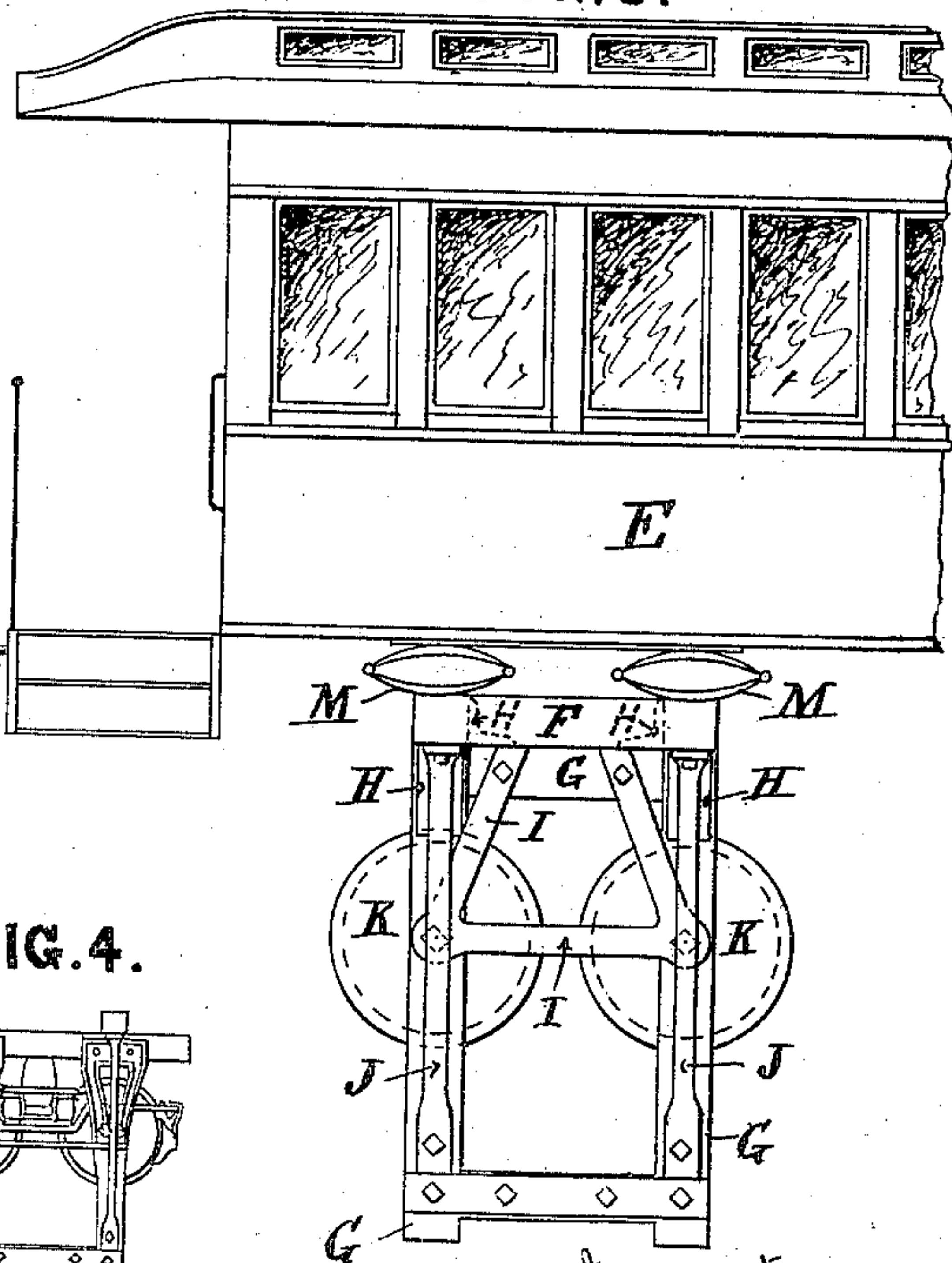
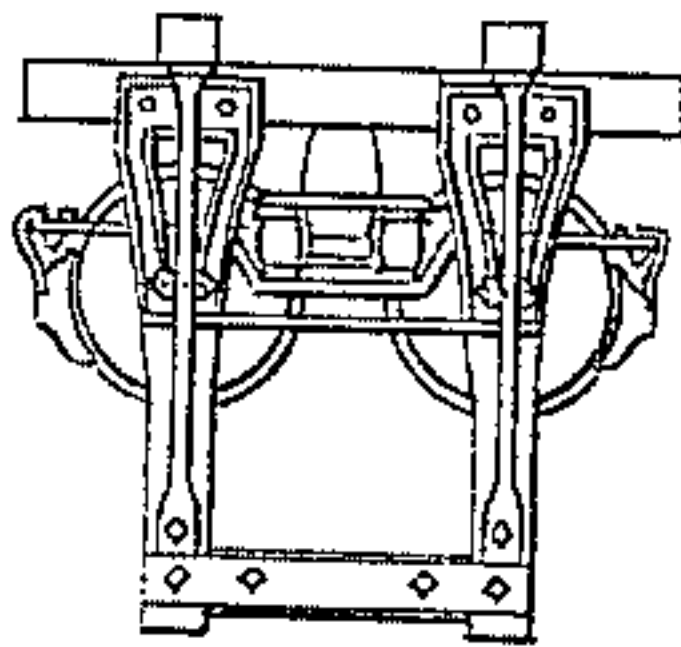


FIG. 4.



Witnesses.
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UNITED STATES PATENT OFFICE.

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ELEVATED RAILROAD AND CAR-TRUCK FOR THE SAME.

SPECIFICATION forming part of Letters Patent No. 312,004, dated February 10, 1885.

Application filed March 24, 1884. (No model.)

To all whom it may concern:

Be it known that I, DAVID MOULTON, a citizen of the United States, residing at Malden, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Elevated Railroads and Car-Trucks for the Same, of which the following is a specification.

My invention relates to certain improvements in elevated railroads to be supported upon a single line of posts or columns, in connection with the trucks of the cars to be run thereon; and the invention consists, first, in the construction of the track and its support, composed of a deep girder with rails secured on each side; and, secondly, in the construction of the trucks or bogie-frames of the car for adaptation to the said track and its supports, as hereinafter more fully described.

Referring to the accompanying drawings, Figure 1 represents a side elevation of a railroad and car embodying my invention. Fig. 2 is a transverse section of the elevated railroad and an end view of a car on an enlarged scale. Fig. 3 is a side view on the same scale as Fig. 2 of a portion of a car and one of the trucks. Fig. 4 is a modification of the truck-frame on the same scale with Fig. 1.

A A are the columns or posts arranged in a single line, upon which is supported a deep girder composed of two longitudinal stringers, B B', one above the other, and connected together by uprights *b* and braces *b'*, and firmly held by bolts *c c*. On each side of the girder is secured a stringer, C, upon which are placed flat steel or iron rails D.

The trucks or bogie-frames that support the body of the car E are each composed of a frame, F, of a length equal to the width of the car E, and two frames, G G, secured to the under side of the frame F and extending downward to the lower end of the stringer B' of the girder. The frames G G are secured to the frame F by means of metal knees H H, and are braced together by means of bars J J at the sides and by angular frames I I at the ends, as shown in Figs. 2 and 3. I' I' are similar angular frames attached to frame F and extending downward at the sides of the girder.

K K are flanged car-wheels journaled upon

short axles carried by the angular frames I I' and the frames G G.

On the inner sides of the frames G G, and at the upper and lower ends of the same, are arranged in proper bearings the rollers L L L' L'. These rollers are set at a short distance, respectively, from the stringers B B', so as not to bear upon the said stringers when the truck is in proper running position; but in the event of the truck or car canting to one side or the other the rollers will bear against the stringers and prevent the truck and car from tipping too far to one side or the other, and thus insure perfect safety to the car.

M M are springs secured to the frame F and to the under side of the car E.

It will be seen that should there be at any time any side thrust to the car or truck it will come directly upon the girder by means of the rollers, and not upon the wheels, thus insuring the wheels against any unequal strain, and the frames G G being at equal distances from the girder both above and below the wheels, by means of the rollers all liability of the truck to cant is avoided.

The springs M M, instead of being secured to the under side of the car, may be connected to a circular frame capable of swiveling, so as to allow the car to turn curves of very short radii.

What I claim as my invention is—

1. An elevated railroad track and support consisting of the girder composed of the stringers B B', connected together by the uprights *b*, the braces *b'*, and bolts *c*, the stringers C, carrying the rails D, and the columns A, substantially as shown and described.

2. A truck or bogie-frame consisting of the frames F G G, in combination with the angular frames I I' and the wheels K, having bearings in the frames I I' and G G, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DAVID MOULTON.

Witnesses:

J. H. ADAMS,
E. PLANTA.