

No. 697,070.

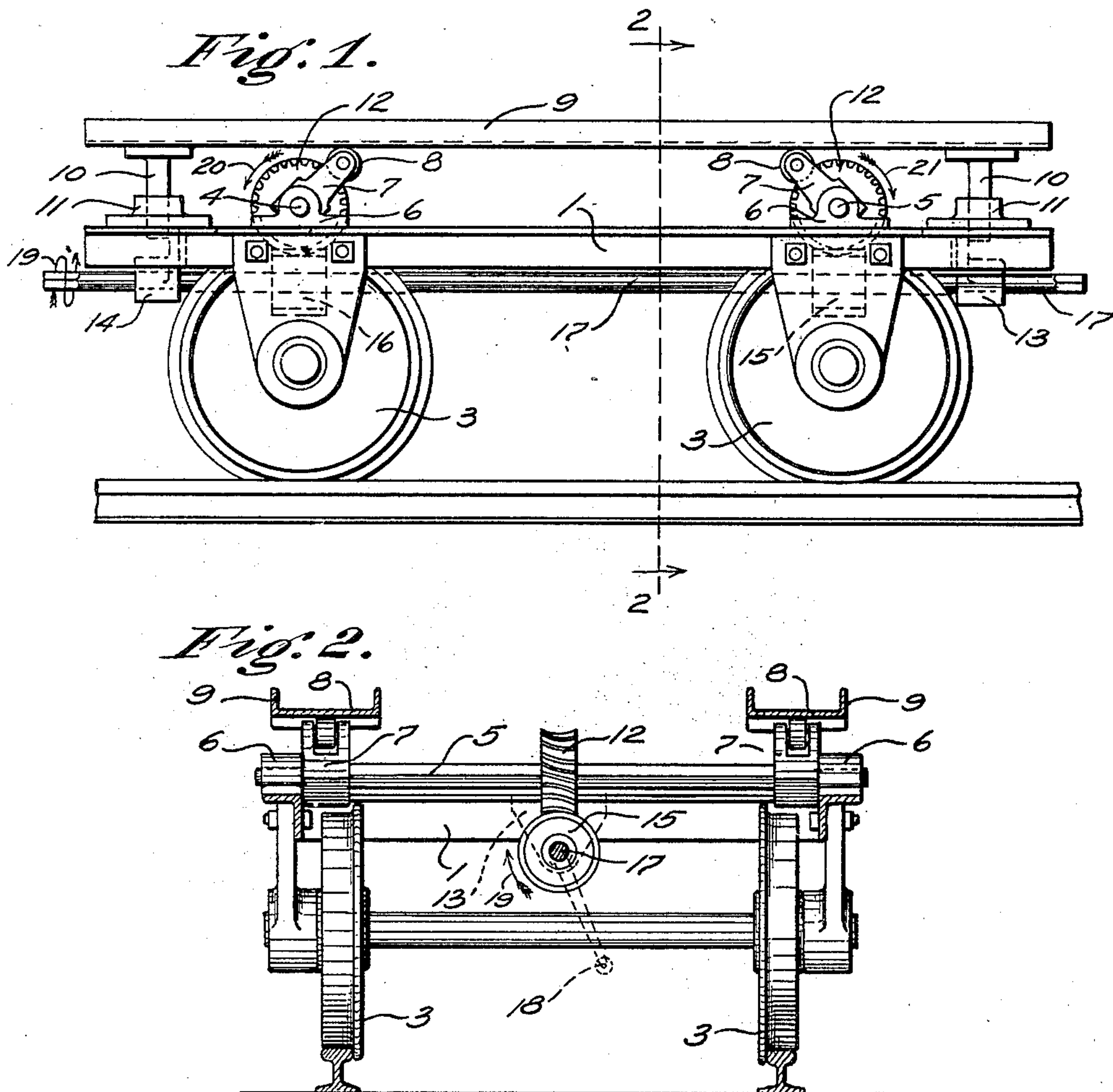
Patented Apr. 8, 1902.

O. COLBORNE.

CAR TRUCK.

(Application filed Aug. 15, 1901.,

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

OLIVER COLBORNE, OF CHICAGO, ILLINOIS.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 697,070, dated April 8, 1902.

Application filed August 15, 1901. Serial No. 72,138. (No model.)

To all whom it may concern:

Be it known that I, OLIVER COLBORNE, a citizen of the United States of America, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Trucks, of which the following is a specification.

My invention relates particularly to car-trucks of the class used in loading and hauling brick.

The main object of my invention is to provide an improved form of truck of this class, so constructed that the beams upon which the cross-planks and bricks are supported may be uniformly raised and lowered in parallel relation by a single operator acting at one end of the truck. I accomplish this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a car-truck constructed according to my invention. Fig. 2 is a section of the same along the line 2 2 of Fig. 1.

In the form shown my car-truck is constructed as follows: The main body of the truck consists of the rectangular frame 1, which is supported on the four wheels 3. The transverse shafts 4 and 5 are journaled at 6 on the upper part of the frame 1. These shafts 4 and 5 are preferably rectangular, except in the bearings 6. Near each end of the shafts 4 and 5 a jack is rigidly secured. These jacks are preferably made in the form of cams, each comprising a crank 7, having journaled at its end a roller 8. The two cranks on the same shaft are parallel to each other in each case. A pair of platform-beams extending longitudinally of the car is supported by the said jacks. At each end of the beams 9 a downwardly-projecting arm 10 is secured. These arms pass through the apertures in the members 11 and serve as guides for the movement of the platform-beams 9. In the middle of each of the shafts 4 and 5 a worm-wheel 12 is secured. A longitudinal shaft 17 is journaled beneath the frame 1 at 13 and 14 and carries thereon the worms 15 and 16. These worms are threaded right and left handed with respect to each other, so that turning the shaft 17 will cause the shafts 4 and 5 to turn in opposite directions.

To operate my device, the operator will attach a crank 18 to one end of the shaft 17, when the platform-beams 9 may be raised or lowered, according to the direction of revolu-

tion of the shaft 17. The cranks 7 are oppositely disposed, and the worms 15 and 16 are right and left handed, so that in raising the platform the cranks 7 work in opposite directions, thereby preventing the longitudinal strain upon the guide-arms 10. The turning of the crank 18 in the direction of the arrow 19 will cause the shaft 4 to turn in the direction of the arrow 20, while the shaft 5 will turn in the direction of the arrow 21.

It will be understood that some of the details of construction of the device shown may be altered without departing from the spirit of my invention. I therefore do not confine myself to such details, except as hereinafter limited in the claims.

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

1. In a car-truck, the combination of a frame, a pair of horizontally-disposed platform-beams, a pair of shafts journaled in said frame under said beams, a pair of cams rigidly secured to each of said shafts and adapted to support said beams, suitable gearing connecting said shafts so that the cams may be operated simultaneously from one part of the truck.

2. In a car-truck, the combination of a frame, a pair of horizontally-disposed platform-beams, a pair of shafts journaled in said frame transversely of said beams, a pair of cams rigidly secured to each of said shafts and adapted to support said beams, suitable gearing connecting said shafts so that the cams may be operated simultaneously from one part of the truck.

3. In a car-truck, the combination of a frame, a pair of horizontally-disposed platform-beams, a pair of horizontal shafts journaled in said frame transversely of said beams, a pair of cams rigidly secured to each of said shafts and adapted to support said beams, a third shaft extending longitudinally of said beams and connected with each of said transverse shafts by a worm and wheel, and means for turning said longitudinal shaft and thereby operating said cams to raise or lower said beams.

Signed at Chicago this 13th day of August, 1901.

OLIVER COLBORNE.

Witnesses:

GEO. A. GAGE,
EUGENE A. RUMMLER.