

W. T. JENKS.
Reversible Street-Cars.

No. 139,063.

Patented May 20, 1873.

Fig. 1

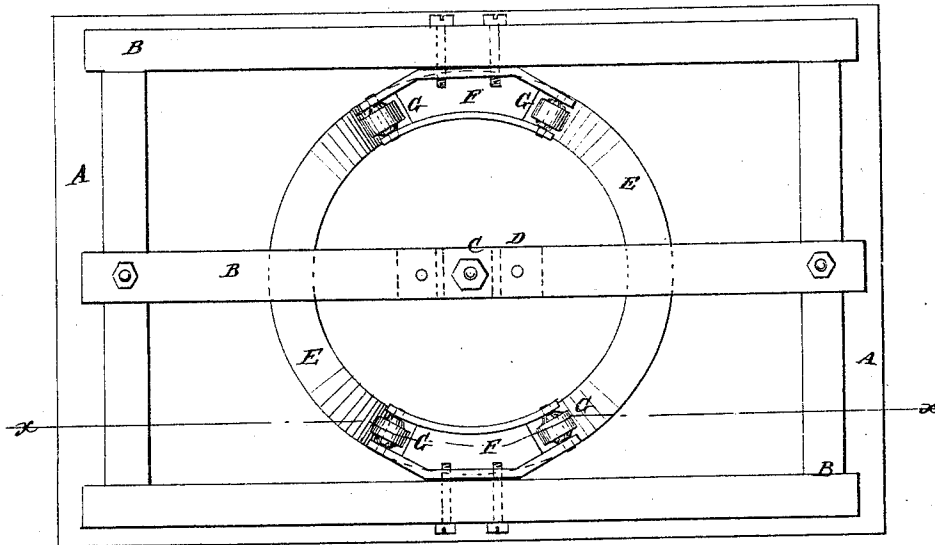
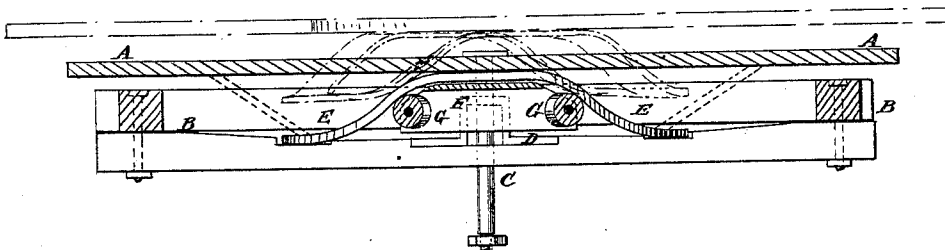


Fig. 2



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM T. JENKS, OF TOLEDO, OHIO.

IMPROVEMENT IN REVERSIBLE STREET-CARS.

Specification forming part of Letters Patent No. **139,063**, dated May 20, 1873; application filed April 19, 1873.

To all whom it may concern:

Be it known that I, WILLIAM T. JENKS, of Toledo, in the county of Lucas and State of Ohio, have invented a new and useful Improvement in Reversible Street-Cars, of which the following is a specification:

Figure 1 is an under-side view of my improvement, shown as applied to the truck and body of a car. Fig. 2 is a vertical section of the same, taken through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

My invention has for its object to improve the construction of my improved street-car, for which Letters Patent No. 135,277 were issued to me January 28, 1873, so as to make it more convenient in use and more effective in operation. The invention consists in the circle, constructed as described, the flanged segments, the rollers, and the guard, in combination with the car-body, the truck-frame, and the king-bolt, as hereinafter fully described.

A represents the car-body, and B represents the truck-frame. C represents the king-bolt, by means of which the car-body A is pivoted to the truck-frame B, and which is made long, so as to allow the body A to rise above the frame B without drawing the bolt C out of place. D is a guard-brace attached to the truck-frame B, to hold the said bolt C steady and in a vertical position while the body A is being raised, turned, and lowered. E is a circle, the parts of which, toward the sides of the car-body are horizontal, and are attached to the said car-body A. The parts of the circle E, toward the ends of the car-body A, are also horizontal, and are at a lower level, so as

when the car-body is parallel with the truck-frame, to rest upon the central bar of said frame. The parts of the circle E between the upper and lower horizontal parts are inclined or curved from the one level to the other, as shown in Fig. 2. F are segments of circles which are formed with side flanges upon their outer and inner edges, and are bolted through their outer flanges to the bars of the truck-frame B. In slots in the end parts of the segments F, are pivoted rollers, G, upon the faces of which the inclined parts of the circle E rest.

By this construction, as the car-body A is turned, the circle E moves up upon the rollers, raising the car-body above the wheels so that the said body can be conveniently turned, and as it comes into line in the reversed position, it again descends to its former level.

The connection between the car-body A and the circle E may be strengthened by braces, the lower ends of which are attached to the lower horizontal parts of said circle and their upper ends to the said car-body, as shown in dotted lines in Fig. 2.

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

The circle E, the flanged segment F, the rollers G, and the guard D, in combination with the car-body A, truck-frame B, and king-bolt C, substantially as herein shown and described.

WILLIAM T. JENKS.

Witnesses:

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