

(No Model.)

C. F. BUSCHNER.
CAR TRUCK.

No. 458,707.

Patented Sept. 1, 1891.

Fig. 1.

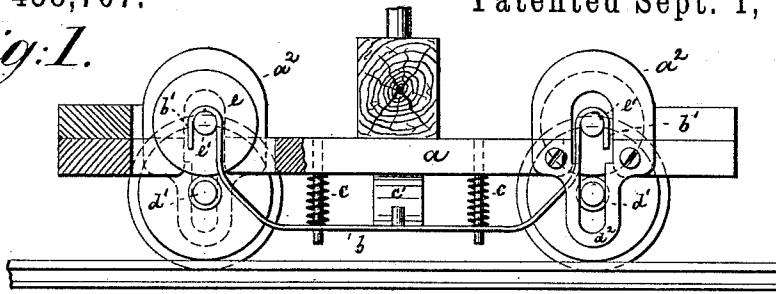


Fig. 2.

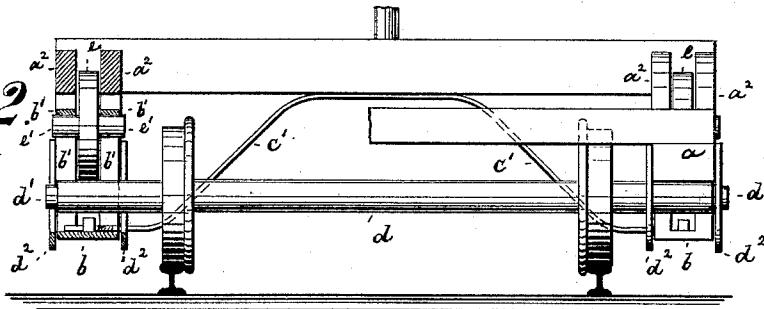
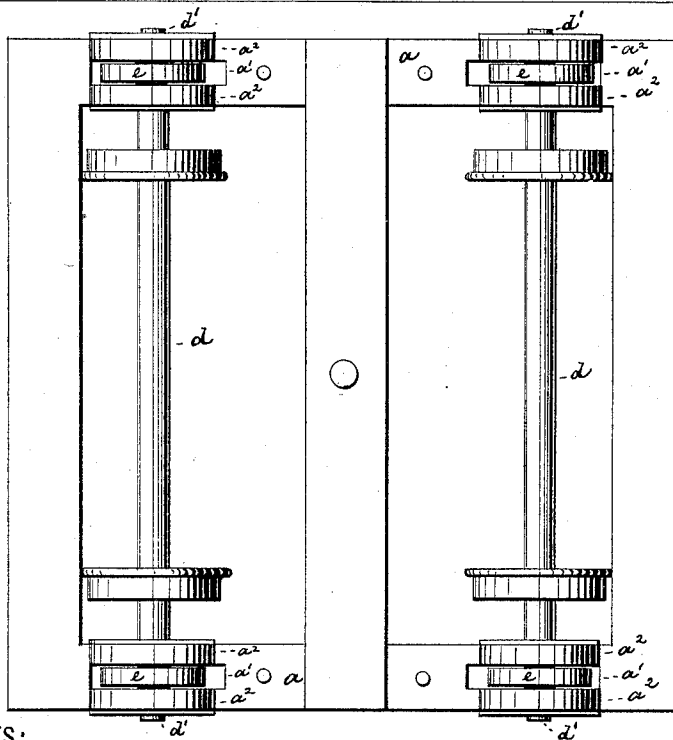
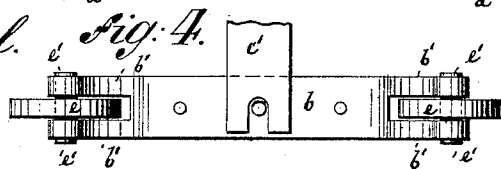


Fig. 3.



WITNESSES:
A. Schehl.
M. Longmans.



INVENTOR
C. F. Buschner
BY
Roeder & Brien
ATTORNEYS.

UNITED STATES PATENT OFFICE.

CARL F. BUSCHNER, OF NEW YORK, N. Y.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 458,707, dated September 1, 1891.

Application filed April 10, 1891. Serial No. 388,359. (No model.)

To all whom it may concern:

Be it known that I, CARL F. BUSCHNER, of New York city, New York, have invented an Improved Car-Truck, of which the following is a specification.

This invention relates to a car-truck provided with an anti-friction bearing of simple construction.

It consists in the various features of improvement, more fully pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view, partly in section, of my improved car-truck. Fig. 2 is a front view, partly in section, of the same; Fig. 3, a top view of the truck, and Fig. 4 a top view of the equalizing-bar *b*.

The letters *a a* represent the longitudinal timbers of the truck-frame, and *b b* are the equalizing-bars.

c c are the interposed spiral or gum springs, and *c'* an additional semi-elliptic spring.

d represents the axles ending in journals *d'*, that are received by the slotted hangers *d''*.

Above the journals *d'* the timbers *a* are slotted, as at *a'*, and to the right and left of the slot the timbers are provided with an upwardly-projecting semicircular cheek *a''*.

Within the slot *a'* and between the cheeks *a''* there is placed an anti-friction disk or wheel *e*, against which the journal *d'* bears

directly. The disk *e* is provided with journals *e'*, which are engaged by the hook-shaped ends *b'* of the equalizing-bars *b*. These ends *b'* are slotted, Fig. 4, and are bent first upward and then downward, Fig. 1, so as to straddle or embrace the disks *e* to form the bearings for the journals *e'*.

In use the revolution of the axles *d* will cause the journals *d'* to slowly revolve the disks *e* between the cheeks *a''*. The journals *e'* of these disks revolve in the hook-shaped ends of the equalizing-bars *b*, and thus a simple and effective bearing is provided.

What I claim is—

1. The combination of slotted timbers *a*, with equalizing-bars *b*, having slotted ends *b'*, anti-friction disks *e*, embraced by and turning in said ends, and axle-journals *d'*, engaging said disks, substantially as specified.

2. The combination of slotted timbers *a*, having upwardly-projecting cheeks *a''*, with equalizing-bars *b*, having slotted hook-shaped ends *b'*, anti-friction disks *e*, having journals *e'*, that turn in such ends, and with axle-journals *d'*, that engage disks *e*, substantially as specified.

CARL F. BUSCHNER.

Witnesses:

F. V. BRIESEN,
A. JONGHMANS.