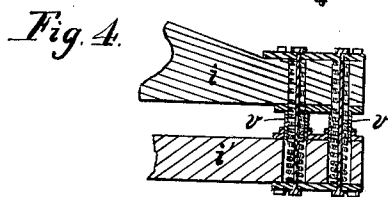
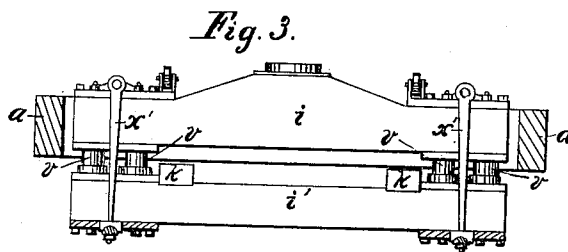
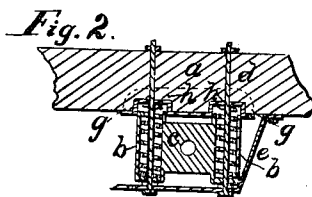
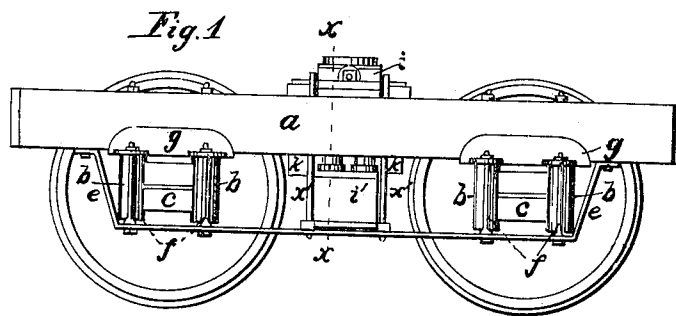


J. F. ROGERS.  
CAR TRUCK.

No. 6,901.

Patented Nov. 27, 1849.



# UNITED STATES PATENT OFFICE.

JOHN F. ROGERS, OF TROY, NEW YORK.

## RAILROAD-TRUCK.

Specification of Letters Patent No. 6,901, dated November 27, 1849.

*To all whom it may concern:*

Be it known that I, JOHN F. ROGERS, of Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in the Construction of Railroad-Car Trucks; and I do hereby declare that the following is a full, clear, and exact description of construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1, is a longitudinal side elevation, of the truck; Fig. 2, a sectional view thereof through the journal box, springs, and part of the frame of the truck; Fig. 3, a longitudinal vertical view of the balance beam; and Fig. 4, a sectional view of a part thereof, at the dotted line *x x*, of Fig. 1; the same letters indicating like parts in all the figures.

The nature of my invention consists in arranging spiral springs within pockets, or tubular casings, and combining said pockets and the journal box into one piece, in such a manner as that the weight of the car shall sit upon the springs; I also combine spiral springs in the balance beam within similar pockets, in such a manner as to support the body of the car thereon. In this arrangement of trucks, each wheel, in its vertical action, is free from the other wheels of the car and possesses great lateral stiffness, and is a cheaper mode of construction than any other with which I am acquainted.

The description is as follows: (*a*,) is the frame of the truck; (*b*, *b*,) the spring pockets, which contain the springs, and cast solid with the journal box (*c*,) and have guide bolts, (*d*, *d*,) extending through their centers, thence through to the upper surface of the frame, and with the braces (*e* & *f*,) are held in their proper position;

(*g*, *g*,) are cast boxes, having recesses at (*h*, *h*,) that allow the pockets to work up and down therein for the purpose of giving free action to the springs; in Fig. 3, I represent the balance beam, suspended in swing stirrups (*x'*) in order to give it a lateral movement to facilitate the turning of curves; this being a well known device, a further description is not deemed necessary; the beam is divided in two parts (*i*, *i'*) which have spiral springs inserted in and between them in pockets (*v*, *v*,) attached to the upper part of the beam, and working into the lower part in the vertical actions; (*k*, *k*,) are bars which are made fast to the lower part of the beam, and extend under a part of the truck frame, thereby rendering the lower part of the beam free from a vertical motion, while the upper part of the beam is free to the action of the springs. By this new arrangement it will be readily seen that it is greatly simplified, is cheap in its construction, and efficient in its operation, and is rendered free from serious accidents in case the springs break as in other modes of construction for the pockets will retain the respective parts in place.

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

The arrangement and combination of the journal boxes (*c*,) with the spring casing, or pockets (*b*, *b*,) through which bolts are affixed to the frame and acting as guides to the boxes the whole being constructed and arranged in the manner and for the purpose substantially the same as herein specified.

JOHN F. ROGERS.

Witnesses:

R. CRUIKSHANK,  
E. L. BRUNDAGE.