

1,104,196.

Patented July 21, 1914.

Fig. 1.

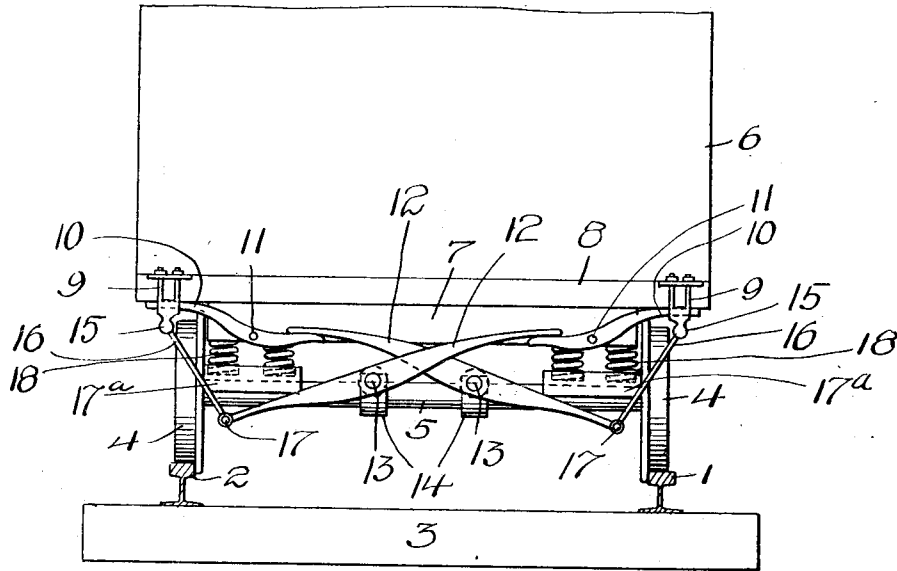
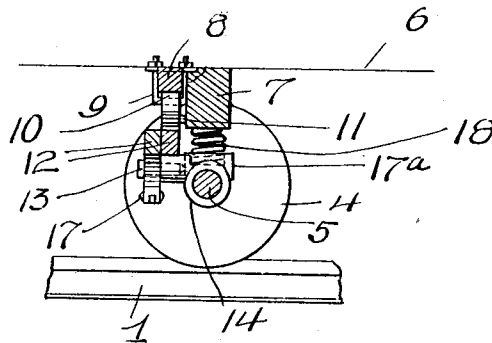


Fig. 2.



WITNESSES

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EUGENE JENOI AND STEVE KRUCHIO, OF THORPE, WEST VIRGINIA; SAID JENOI
ASSIGNOR TO SAID KRUCHIO, ROZALIA MARY SZABO, AND SARAH KRUCHIO, ALL
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SHOCK-ABSORBER.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, EUGENE JENOI and STEVE KRUCHIO, subjects of the King of Hungary, residing at Thorpe, in the county of McDowell and State of West Virginia, have invented certain new and useful Improvements in Shock-Absorbers, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to shock absorbers, and has for its object to provide a device of such class, in a manner as hereinafter set forth, for reducing shock to a minimum in connection with railway rolling stock.

Further objects of the invention are to provide a shock absorber, which is comparatively simple in its construction and arrangement, strong, durable, efficient in its use, readily set up with respect to a vehicle, and comparatively inexpensive to manufacture.

With the foregoing and other objects in view, the invention consists of the novel construction, combination and arrangement of parts as hereinafter more specifically described and illustrated in the accompanying drawings, wherein is shown an embodiment of the invention, but it is to be understood that changes, variations and modifications can be resorted to which come within the scope of the invention as claimed.

In the drawings, wherein like reference characters denote corresponding parts throughout the several views, Figure 1 is a rear elevation of a vehicle showing the adaptation therewith of a shock absorber in accordance with this invention, and Fig. 2 is a cross sectional view.

Referring to the drawings in detail, 1 and 2 denote the rails of a track and 3 the supporting ties. Traveling upon the rails 1 and 2 are wheels 4 carried by an axle 5.

6 denotes the body of the vehicle, and 7 a bolster secured to the bottom of said body 6, and in proximity to the sill 8. The sill 8 carries at each end, a yoke 9 in which yokes the outer ends of primary levers 10 are loosely received, said levers 10 being pivotally secured intermediate their ends as at 11 to the bolster 7 near the ends of the latter.

Loosely sleeved on the axle 5 in spaced relation is a pair of collars 14 each provided

with a laterally-extending stud 14'. Pivoted to the studs 14' are secondary levers 12 which cross each other and having their upper ends overlying the inner ends of the primary levers 10. The other ends of the secondary levers are pivotally connected as at 17 by links 16 to depending portions 15 of the yokes 9. Mounted on the axle 5 near each end is a block 17^a in the upper face of each of which blocks the lower ends of springs 18 are received, the upper ends of these springs being secured to the bolster 7.

The operation of the mechanism constructed as thus described, is as follows:—A shock caused by the passage of the wheel 4 at the right-hand side of Fig. 1 over an obstruction, and tending to elevate the adjacent yoke 9, causes an upward pull on the link 16, to move the proximate secondary lever 12 on its pivotal point 13, to cause the outer end of said lever 12 to move upward and its opposite free end downward. As the free inner end of said lever 12 rests upon the inner end of the primary lever 10 at the left-hand side of Fig. 1, the shock is absorbed by the springs 18 at the left side of Fig. 1. In like manner a shock at the left-hand side of the rolling stock is transferred to, and absorbed by the springs 18 at the right side, through the system of overlapping levers shown, and the relative arrangement of buffer-springs, and primary and secondary levers distributes the shocks on opposite sides of the rolling stock, and thus serves as an equalizer.

What we claim, is:

1. A shock absorber comprising buffers supported above the axle of railroad rolling stock, a pair of secondary levers centrally fulcrumed and having their inner ends crossed, a pair of primary levers fulcrumed above said buffers, and having their inner ends engaging the inner ends of said primary levers, and their outer ends having a link connection with supports depending from the car or other rolling stock.

2. The combination with a car truck axle, of a shock-absorber, comprising buffer springs supported above the axle, a pair of secondary levers centrally fulcrumed, and crossing each other near their inner ends, depending pivotal supports at opposite sides of the truck, links pivotally-connected

at their upper ends to said supports, and at
their lower ends to the outer ends of said
secondary levers, and a pair of primary le-
vers supported at their outer ends by said
5 yokes and having their inner ends over-
lapped by the inner ends of said secondary
levers above said buffer springs.

In testimony whereof we affix our signa-
tures in the presence of two witnesses.

EUGENE JENOL.
STEVE KRUCHIO.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
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