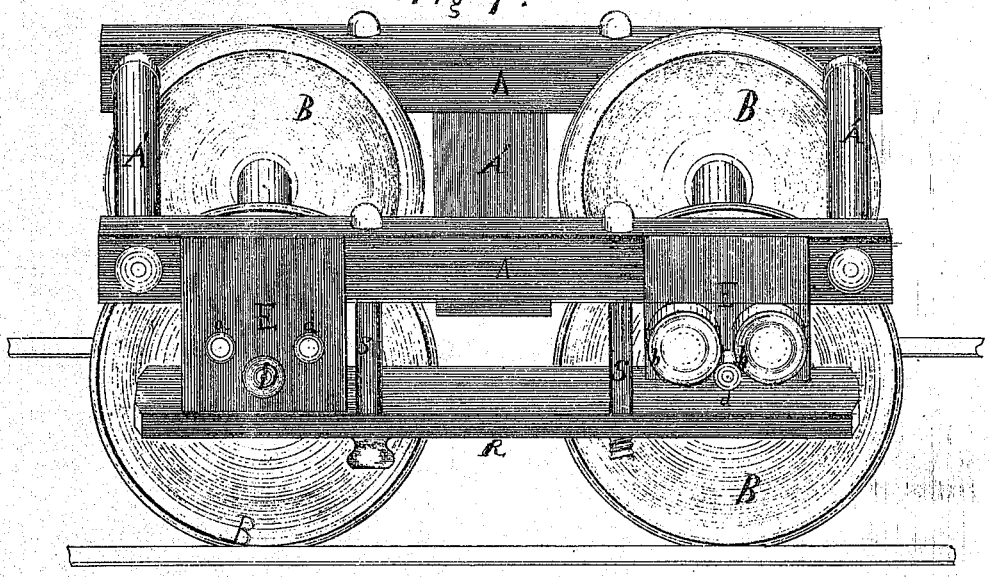
J. E. PENCILLE.

FRICTION ROLLER FOR RAILWAY CAR TRUCKS.

No. 107,955. Patented Oct. 4, 1870.

Fig 1.



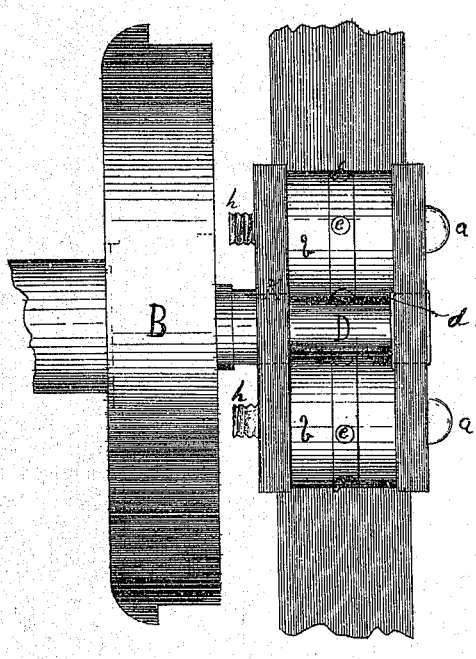
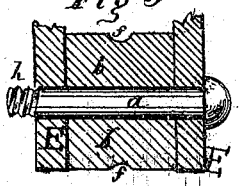


Fig. 2

Fig 3



Witnesses
A. H. Kirby
Philip L. Kirby

J. E. Pencille
by Cornelius Wood
his Atty

United States Patent Office.

JETHRO PENCILLE, OF LOCKPORT, NEW YORK, ASSIGNOR TO HIMSELF AND CORNELIUS HOOD.

Letters Patent No. 107,955, dated October 4, 1870.

IMPROVEMENT IN FRICTION-ROLLERS FOR RAILWAY-CAR TRUCKS.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, JETHRO PENCILLE, of Lockport, county of Niagara and State of New York, have invented a new and useful Improvement in Car-Trucks; and that the following is a full and exact description thereof, reference being had to the accompanying drawing and the letters marked thereon.

The object of my invention is to simplify and improve the arrangement of friction-rollers and car-truck axles, and also to avoid the expense of journal-boxes and axle-boxes.

My invention consists of the arrangement of two grooved rollers provided with holes for lubricating, and running on fixed axles, in combination with, and saddled upon a car-truck axle, without any journal-box for either the rollers or the axle.

In the application of my improvement the car-truck frame may be very simple, and of the usual construction, as seen in the drawing at A A', Figure 1.

Instead of the usual axle-box I employ two hangers, E, attached to the frame and extending to the rave R.

Between these hangers are placed two anti-friction rollers, *b*, which have separate axles, *a*, Figure 3, fixed in the hangers E E, by being made square at the head, and tightly held by screw-nuts *h*.

These rollers support the truck-frame, and are saddled upon the truck-axle D, which has no bearing in the hangers E, but only passes through these hangers, so the frame cannot be lifted from the truck-axle.

Upon the truck-axle are shoulders, *d*, which embrace the ends of the rollers *h*, and thus prevent end play.

The rollers are made with a central groove, *f*, in order to throw the weight from the center to the ends of the rollers.

In this groove are holes, *e*, for lubricating the roller-axles, and thus preventing the waste of oil.

Having thus described my invention,

I claim—

The rollers *b*, provided with the grooves *f*, holes *e*, and the separate fixed axles *d*, in combination with, and saddled upon the truck-axle D, substantially in the manner as and for the purposes set forth.

Witness my hand this 18th day of June, 1870.

J. PENCILLE.

Witnesses:

McCOY C. PARTRIDGE,

J. N. HAMMOND.