

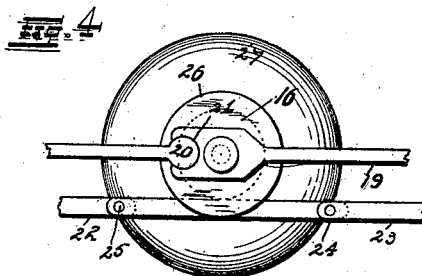
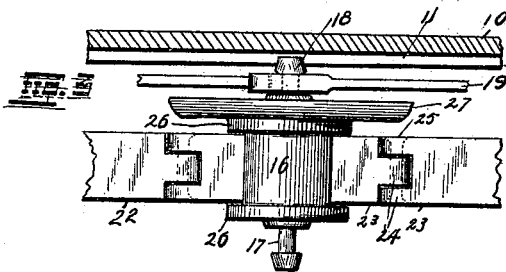
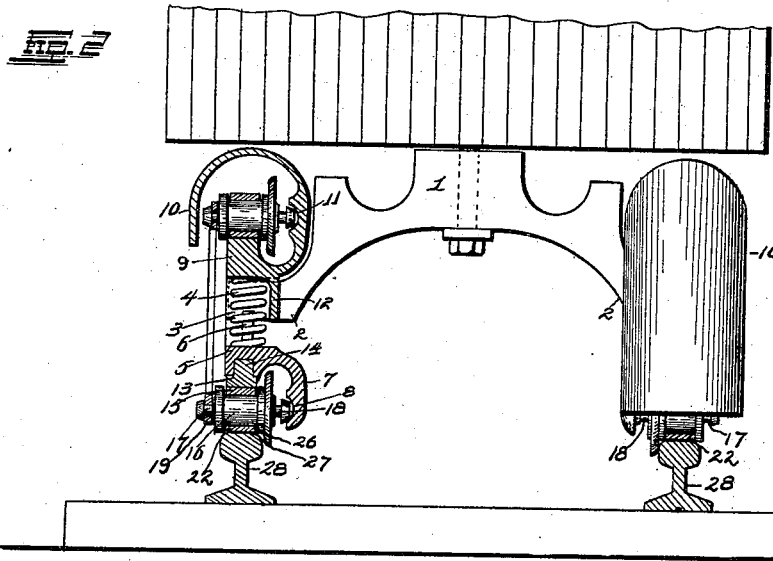
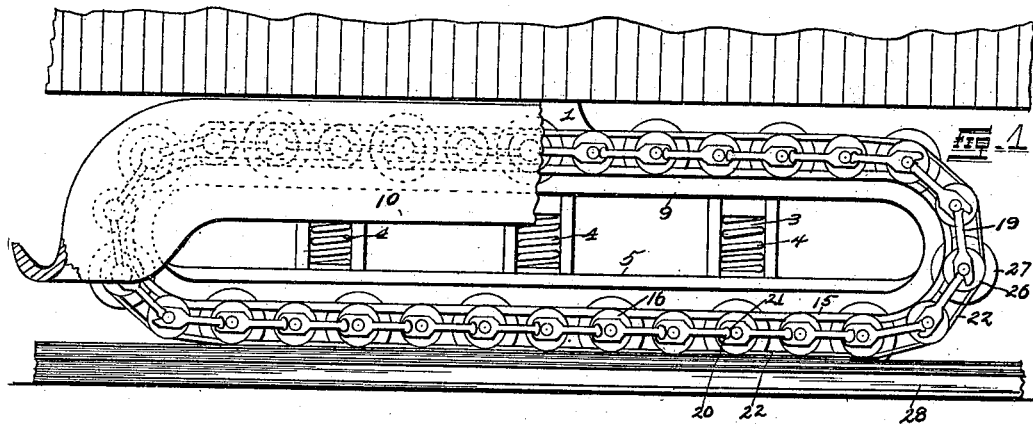
No. 649,223.

Patented May 8, 1900.

W. SOTEY.  
ROLLER TRUCK.

(Application filed Nov. 20, 1899.)

(No Model.)



Witnesses:

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# UNITED STATES PATENT OFFICE.

WILLIAM SOTEY, OF PORT ARTHUR, TEXAS.

## ROLLER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 649,223, dated May 8, 1900.

Application filed November 20, 1899. Serial No. 737,607. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM SOTEY, of the city of Port Arthur, Jefferson county, State of Texas, have invented certain new and useful Improvements in Roller-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

This invention relates to roller-trucks; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

The object of this invention is to provide a roller car-truck comprising a plurality of rollers, a suitable framework upon which said rollers operate, and an improved means of retaining them in position in said framework.

Figure 1 is a side view of my invention with part of the fender broken away. Fig. 2 is an end view showing also a cross-section of one of the trucks. Fig. 3 is a top view of one of the rollers. Fig. 4 is a side view of the same.

In the construction of this invention I provide the bolsters 1, which curve downwardly on each end and again turn horizontally, forming the shoulders 2, in each of which is a circular recess 3. Coil-springs 4 are provided, the upper ends of which fit into the recesses 3, and the lower ends rest on the spring-support 5 and are retained in position by the lug 6, integral with said support 5, and the rods 6<sup>a</sup>, rigidly fixed to the support 5, and the guard 9, hereinafter described.

The downwardly-extending guide-casting 7, integral with the support 5, is provided with a groove 8 on its inner surface, the purpose of which is hereinafter shown. The support 5 rounds upwardly at each end and forms the parallel guard-casting 9 a suitable distance above the support 5. The fender 10, integral with the inner side of the guard 9, extends upwardly, is provided with a groove 11, similar to groove 8 in the guide 7, and curves outwardly and downwardly, as shown in Fig. 2. The downwardly-extending flange 12, integral with the guard 9, is provided with grooves, through which extend the bolsters 1, and acts as a brace for the guard 9 against the spring 4, thereby preventing any outward lateral movement of said guard. A plate-support 13 is secured to the under side

of the support 5 by means of a mortise and tenon 14 or other suitable means, and on the under side of said plate-support, around the curved ends of the spring-support 5 and over the upper surface of the guard 9, is the roller-plate 15.

A plurality of rollers 16 is provided, integral with each of which is the roller-pin 17 on the outside and the roller-pin 18 on the inside. On each of the roller-pins 17 and 18 is pivoted a rod 19, having a ball 20 on one end and a socket 21 on the other end. The ball 20 on each of the rods fits into the socket 21 on the preceding rod, and by this means the rollers are pivotally joined, forming an unbroken chain around the support 5 and the guard 9, as shown in Fig. 1. A moving rail or band 22, composed of a plurality of parts 23, of suitable length, pivoted together by means of hinge parts 24 and the pins 25, is formed around the roller-chain when in position as shown in Fig. 1. This band is retained in position by the plates 26 on each end and integral with the rollers 16. When the rollers are positioned as shown in Fig. 1, they are prevented from moving inwardly by the guides 7 and 10, the inner pins 18 moving in the grooves 8 and 11. They are prevented from outward movement by the large flanges 27, provided on each alternating roller operating against the track-rail 28.

When the trucks are positioned and the car is in motion, the rollers are rotated and move in a continuous chain around the framework comprising the support 5 and the guard 9 and the parts thereto joined. The moving band 22 moves around with the rollers 16 and assists in retaining them in position on the framework and in making an even passage over the joints in the track-rails.

I claim—

1. A car-truck, comprising a framework, a plurality of rollers pivotally secured together around said framework, and a moving band around the said rollers, substantially as specified.

2. A car-truck, comprising a plurality of rollers, a suitable framework around which said rollers operate, a moving band around said rollers, and a means for retaining said rollers in position around the said framework, substantially as specified.

3. A car-truck, comprising a plurality of rollers, a framework around which said rollers operate, suitable guides for said rollers, and a moving band around said rollers, substantially as specified.

4. A car-truck, comprising a plurality of rollers pivotally joined, a framework around which said rollers operate, and springs secured within said framework and to suitable bolsters supporting the car, substantially as specified.

5. A car-truck, comprising a plurality of pivotally-joined rollers, a framework around which said rollers operate, suitable guides for

retaining them in position on said framework, a fender integral with and covering said framework, a moving band around said rollers, a means of retaining said rollers on the car-track, and springs secured to the framework and to suitable bolsters supporting the car, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM SOTEY.

Witnesses:

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