

(No Model.)

C. F. & C. C. SMALLEY.  
TRUCK FRAME FOR TREAD POWERS.

No. 426,474.

Patented Apr. 29, 1890.

Fig. 1.

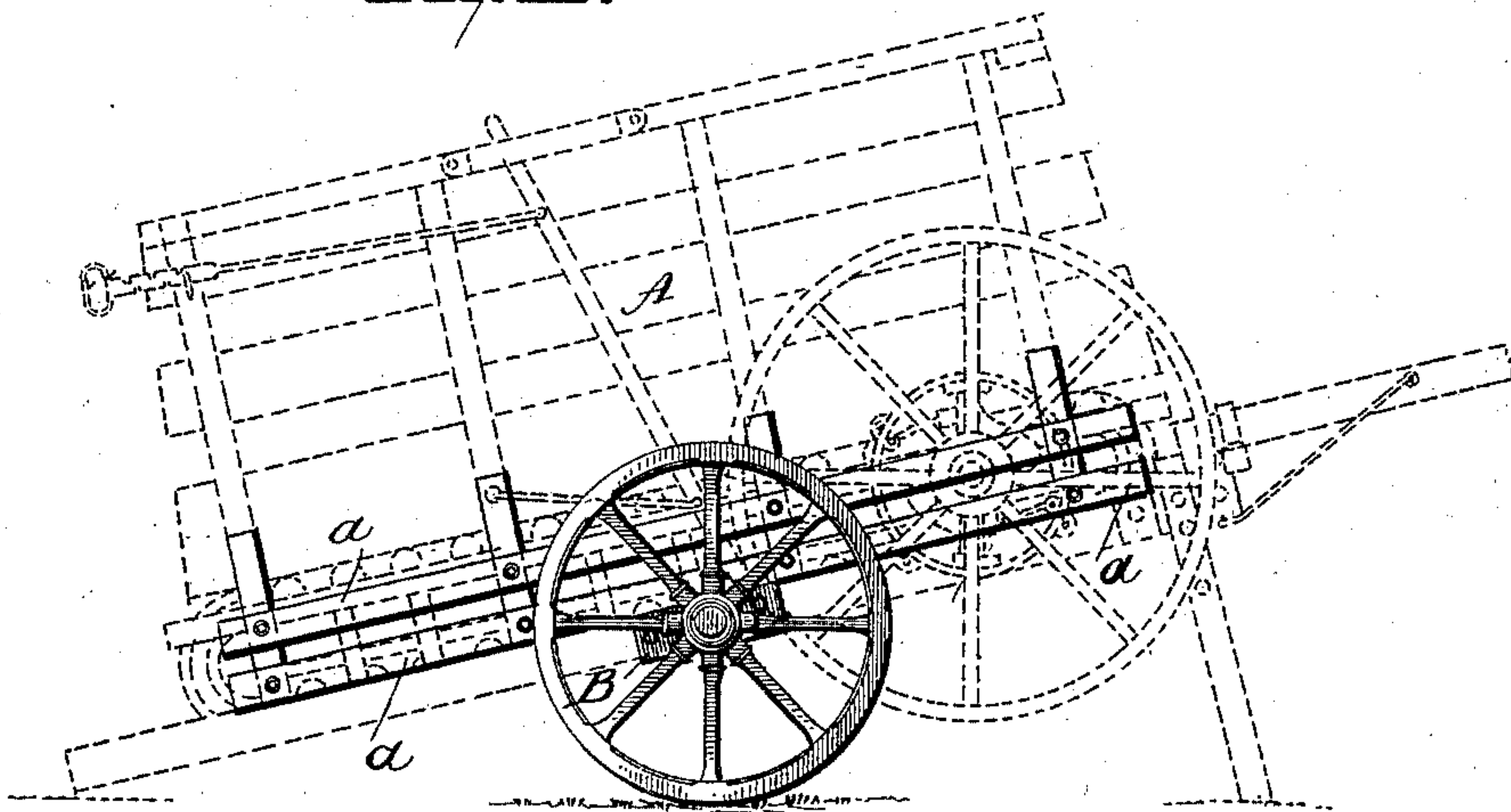


Fig. 2.

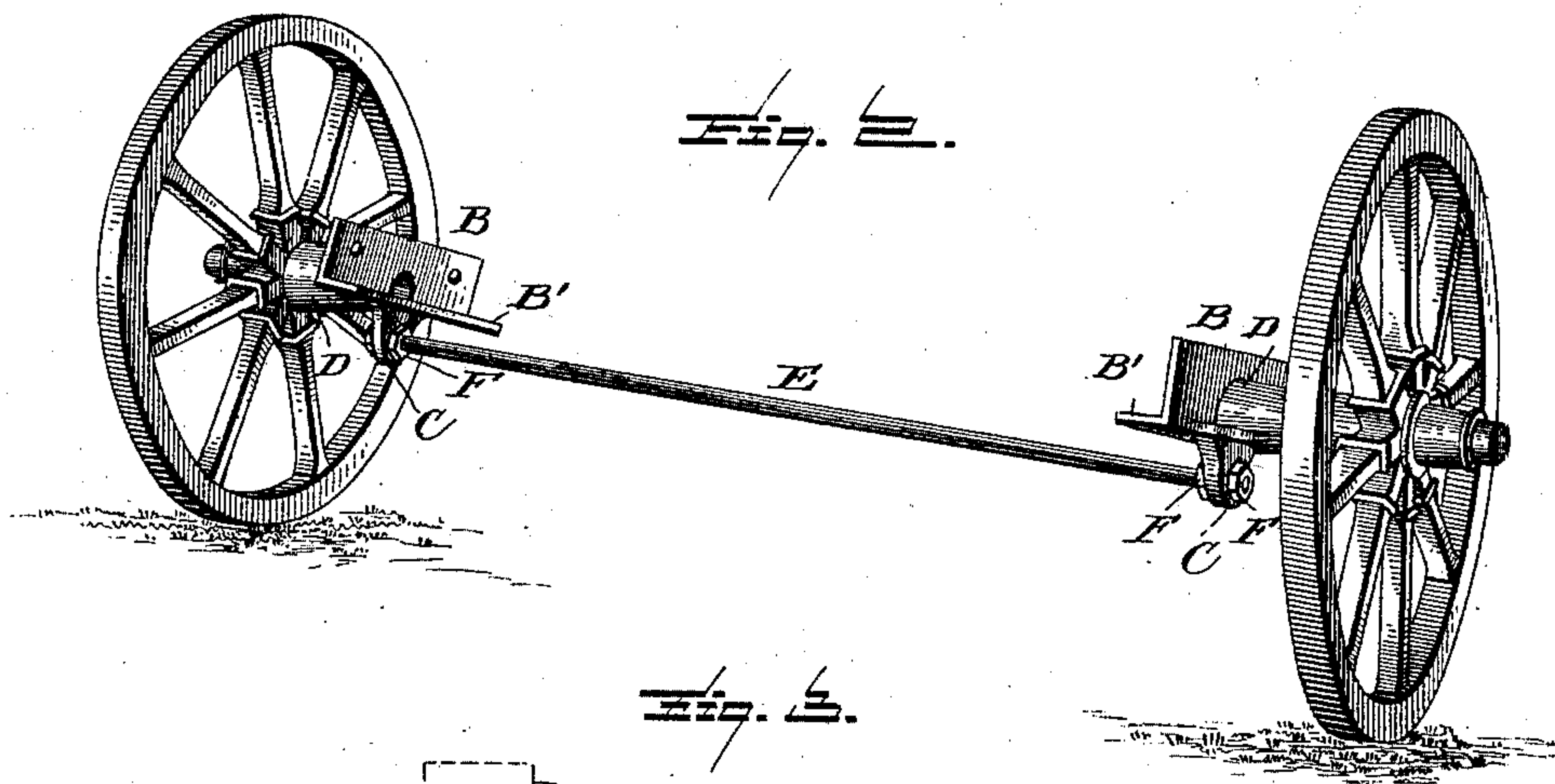
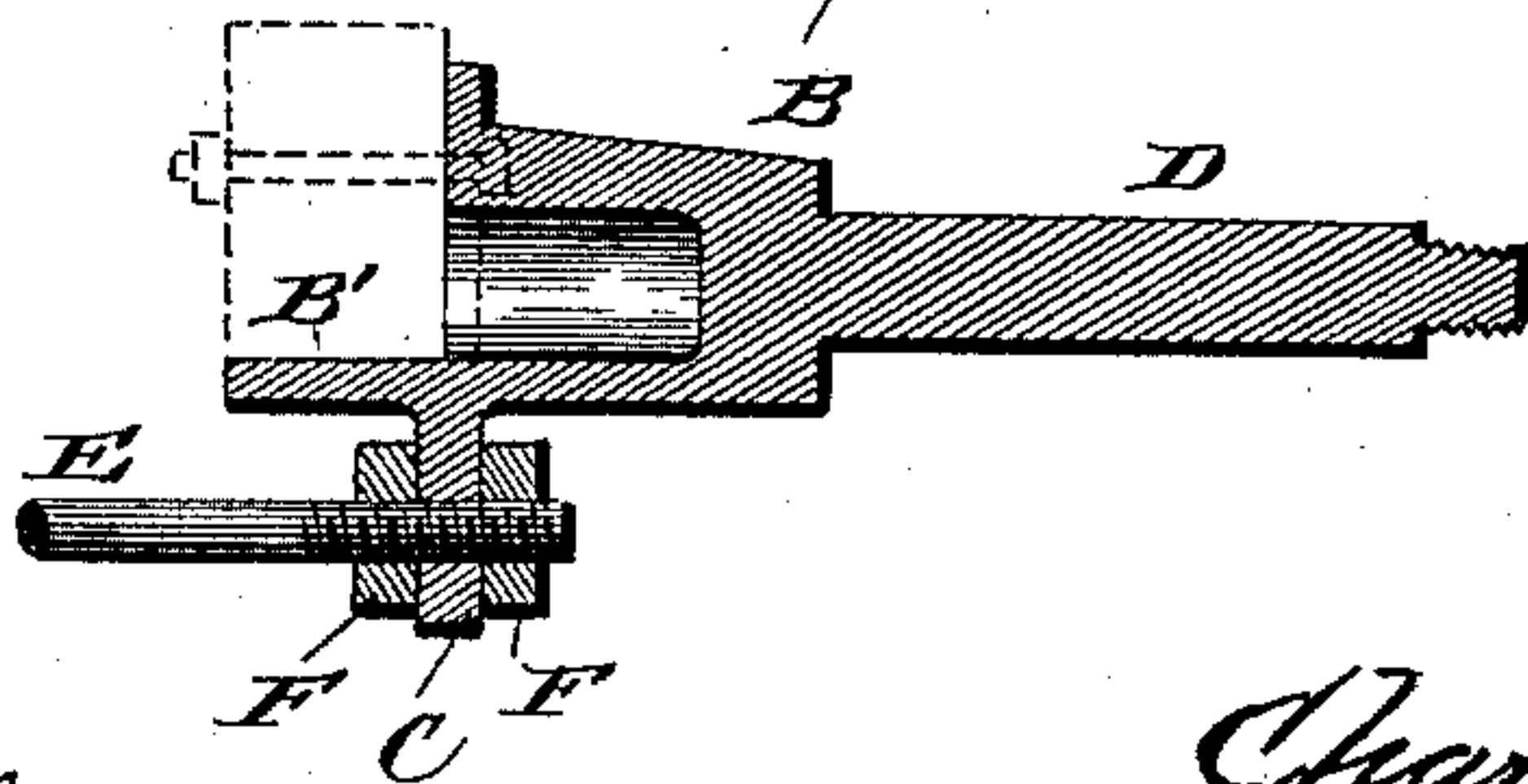


Fig. 3.



Witnesses  
L. C. Hills  
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# UNITED STATES PATENT OFFICE.

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## TRUCK-FRAME FOR TREAD-POWERS.

SPECIFICATION forming part of Letters Patent No. 426,474, dated April 29, 1890.

Application filed October 12, 1889. Serial No. 326,781. (No model.)

*To all whom it may concern:*

Be it known that we, CHARLES FREMONT SMALLEY and CLARENCE CHRISTIAN SMALLEY, citizens of the United States, residing at Manitowoc, in the county of Manitowoc and State of Wisconsin, have invented certain new and useful Improvements in Tread-Powers; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in tread-powers; and it has for its object to so construct the frame of the power that it may be readily set upon the truck provided for its transportation. It has also for its object the provision of a simple and efficient truck for the purpose of transporting the power-frame.

The invention consists in the novel construction of the truck with its castings, and means for connecting the said castings and to compensate for wear and to provide for adjustment when necessary.

It also consists in the peculiarities of construction, and the novel combinations, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view illustrating our invention, the power-frame being mounted on the truck, the power-frame being shown by dotted lines. Fig. 2 is a perspective view of the truck detached. Fig. 3 is a vertical section through one of the truck-castings, showing the connection of the transverse rod with its nuts.

Referring now to the details of the drawings by letter, A designates a tread-power of known construction, preferably, however, of that shown, although the invention is applicable to tread-powers of any form. To the power-frame we attach in any suitable manner the longitudinal pieces *a a* near the bottom thereof, as shown, in such a manner that

they form skids or slides upon which the power can be compactly put together for shipping, handling, or storing.

B are castings consisting each of a substantially L-shaped portion B', from the horizontal portion of which depends a lug or ear C, substantially in vertical line with the vertical portion, as shown clearly in Figs. 2 and 3. From the vertical portion of the casting projects the stub-axle D, upon which the wheel is sleeved in the usual manner. In practice two of these castings are arranged in reverse directions, as shown in Fig. 2, with the stub-axes extending in opposite directions and the two held at the required distance apart by means of the transverse rod E, the ends of which pass through holes in the ears or lugs C, as shown, and are threaded, and this rod is provided at each end with two jam-nuts F, one upon each side of the lug or ear, as shown. This provides for the compensation of the natural wear and prevents spreading of the parts, and serves also as a strengthening-brace to keep the trucks in an upright position. The truck thus formed is designed to receive the power-frame, the sills thereof, or, if preferred, the pieces *a a*, resting upon the L-shaped portions of the castings, and may be secured thereto by bolts, as shown in Fig. 3, the vertical portions of the L-shaped parts of the castings being provided with holes for this purpose.

It will be seen that we thus provide a simple and cheap truck for the purpose, the sill-pieces of the frame being secured to and resting upon the L-shaped portions of the castings, serving as supports for the axles, from which they can be easily detached, or to which the same may be easily and quickly attached.

What we claim as new is—

1. The combination, with the castings, each provided with a substantially L-shaped portion extending at right angles to the axle to receive the sill of a tread-power, of the transverse rod connecting said castings, as set forth.

2. The combination, with the castings formed with a substantially L-shaped portion and stub-axle, and depending lug, of the transverse rod connecting the lugs of the castings, substantially as and for the purpose specified.

3. The combination, with the castings formed

with L-shaped portions, depending lugs, and stub-axles, of the rod connecting said lugs, and the jam-nuts on said rod, one upon each side of said lugs, substantially as and for the  
5 purpose specified.

4. The combination, with the power-frame, of the longitudinal pieces *a a*, secured to the outer sides thereof, substantially as shown and described.

In testimony that we claim the above we do have hereunto subscribed our names in the presence of two witnesses.

CHARLES FREMONT SMALLEY.  
CLARENCE CHRISTIAN SMALLEY.

Witnesses:

ANNE M. SIBREE,  
TIM KELLEY.