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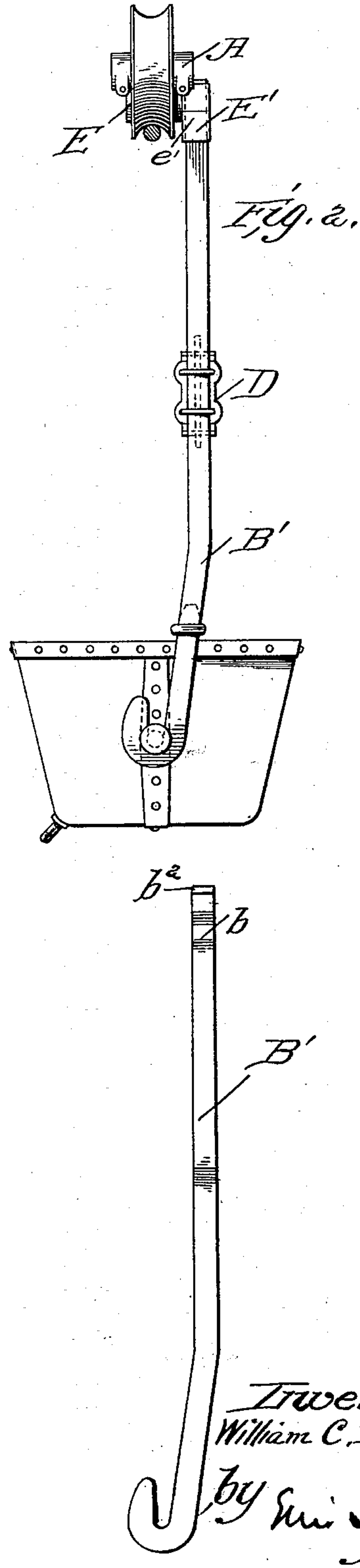
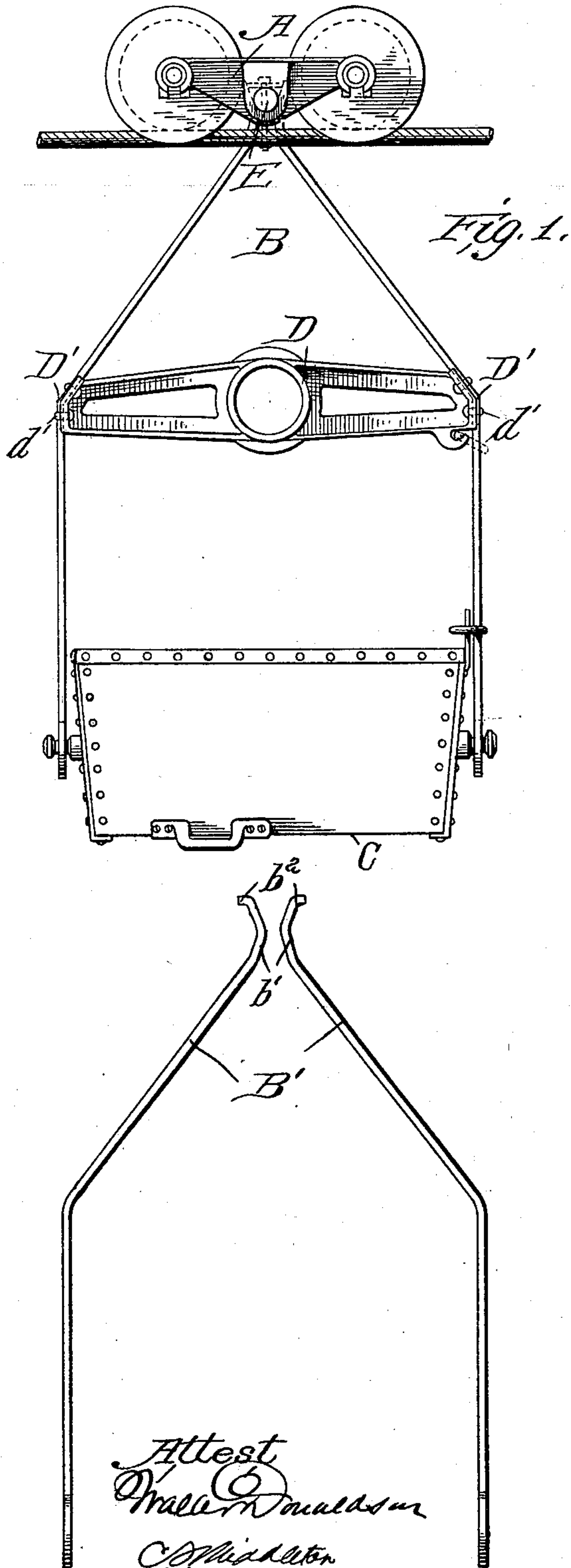
Patented July 11, 1899.

W. C. DAVIS.  
TRAMWAY TRUCK AND BAIL.

(Application filed Mar. 23, 1899.)

(No Model.)

2 Sheets—Sheet 1.



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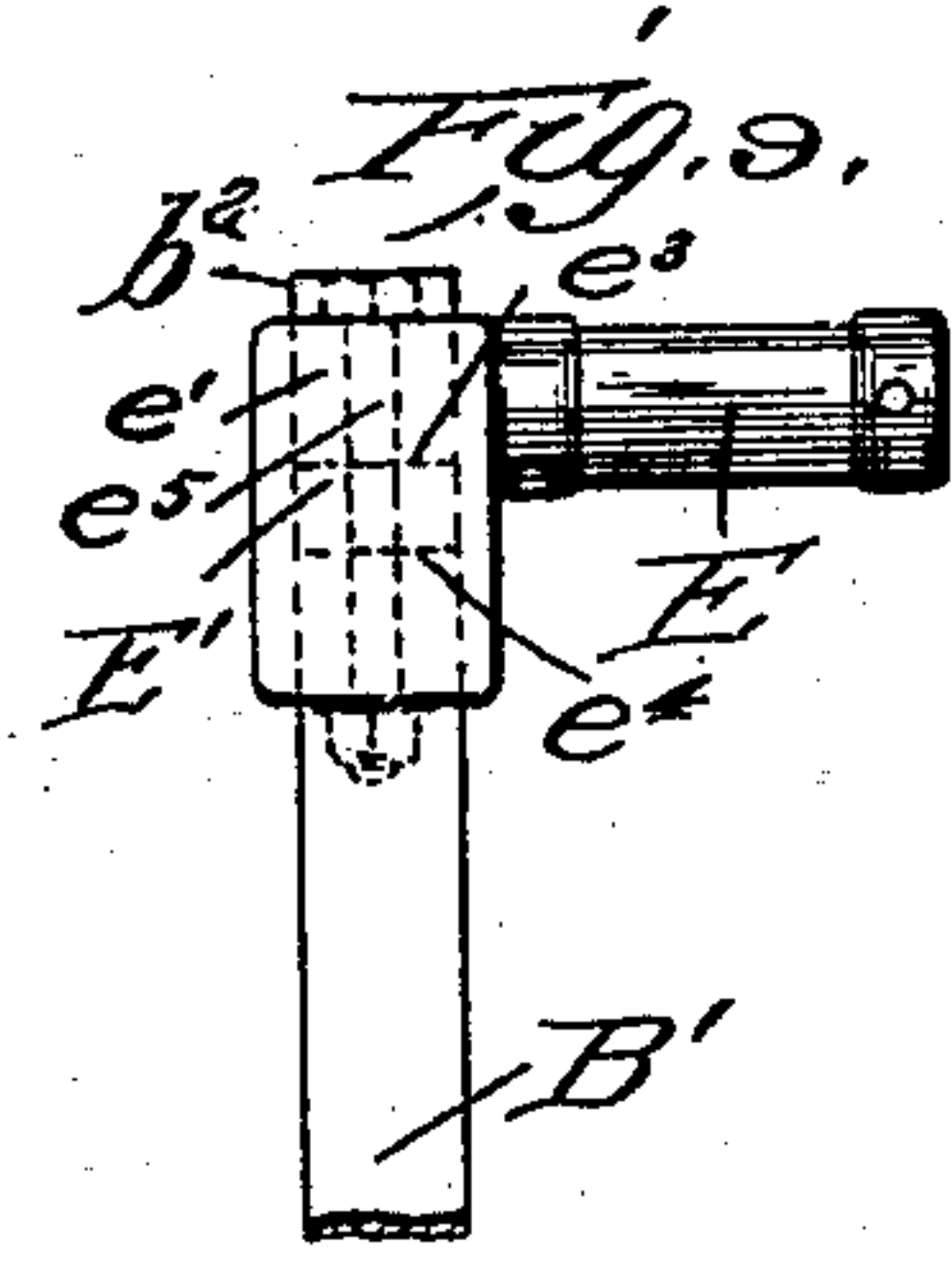
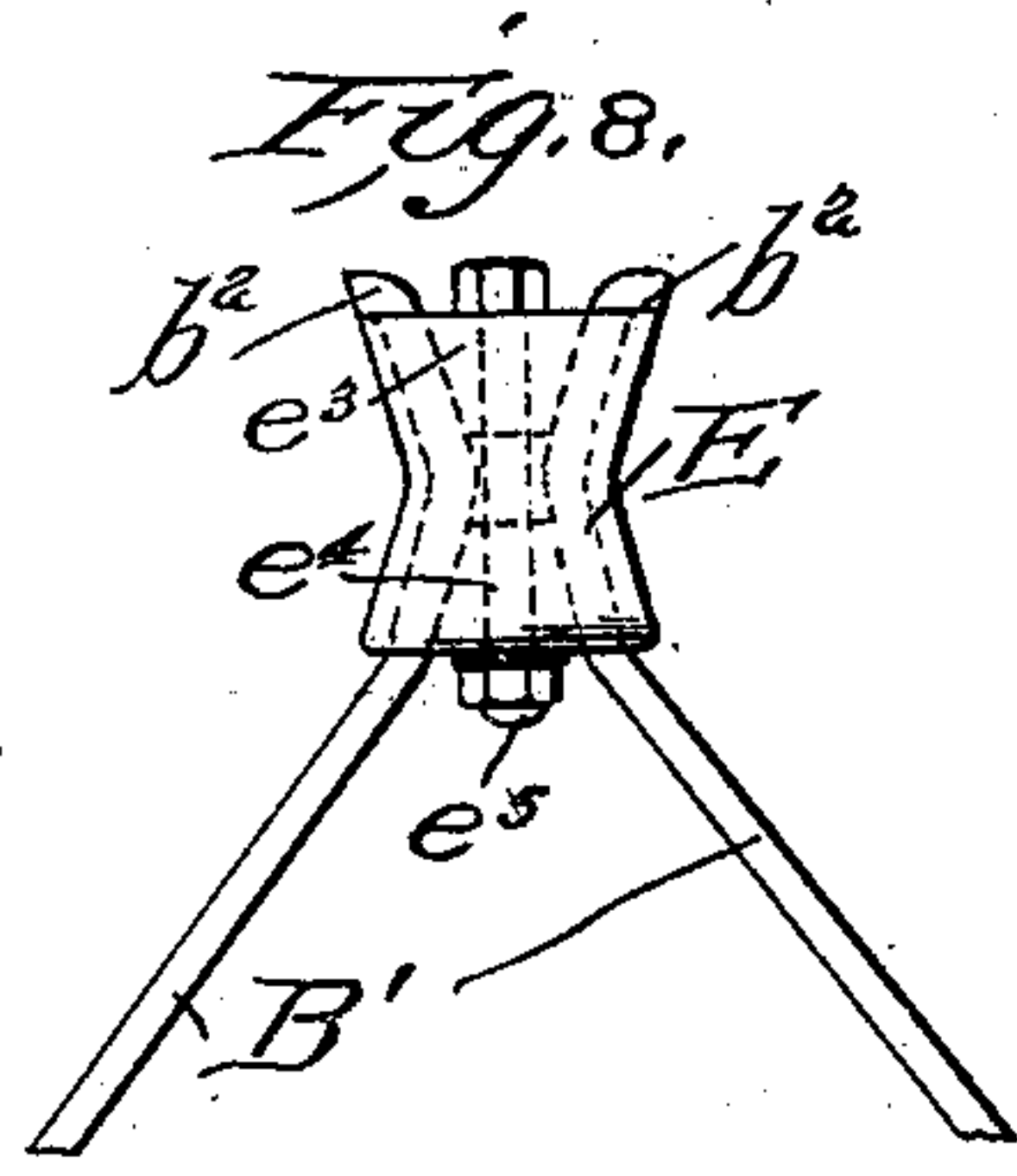
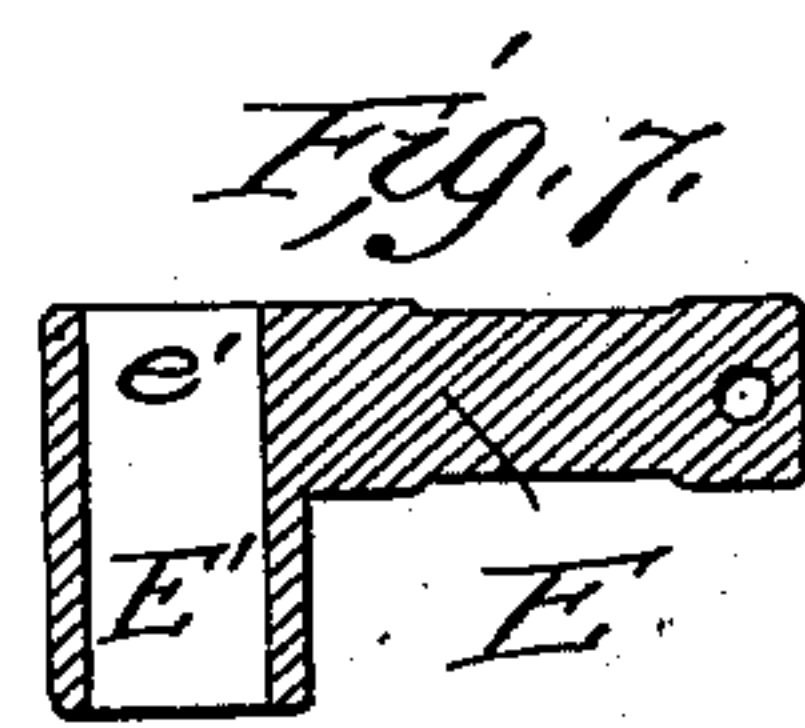
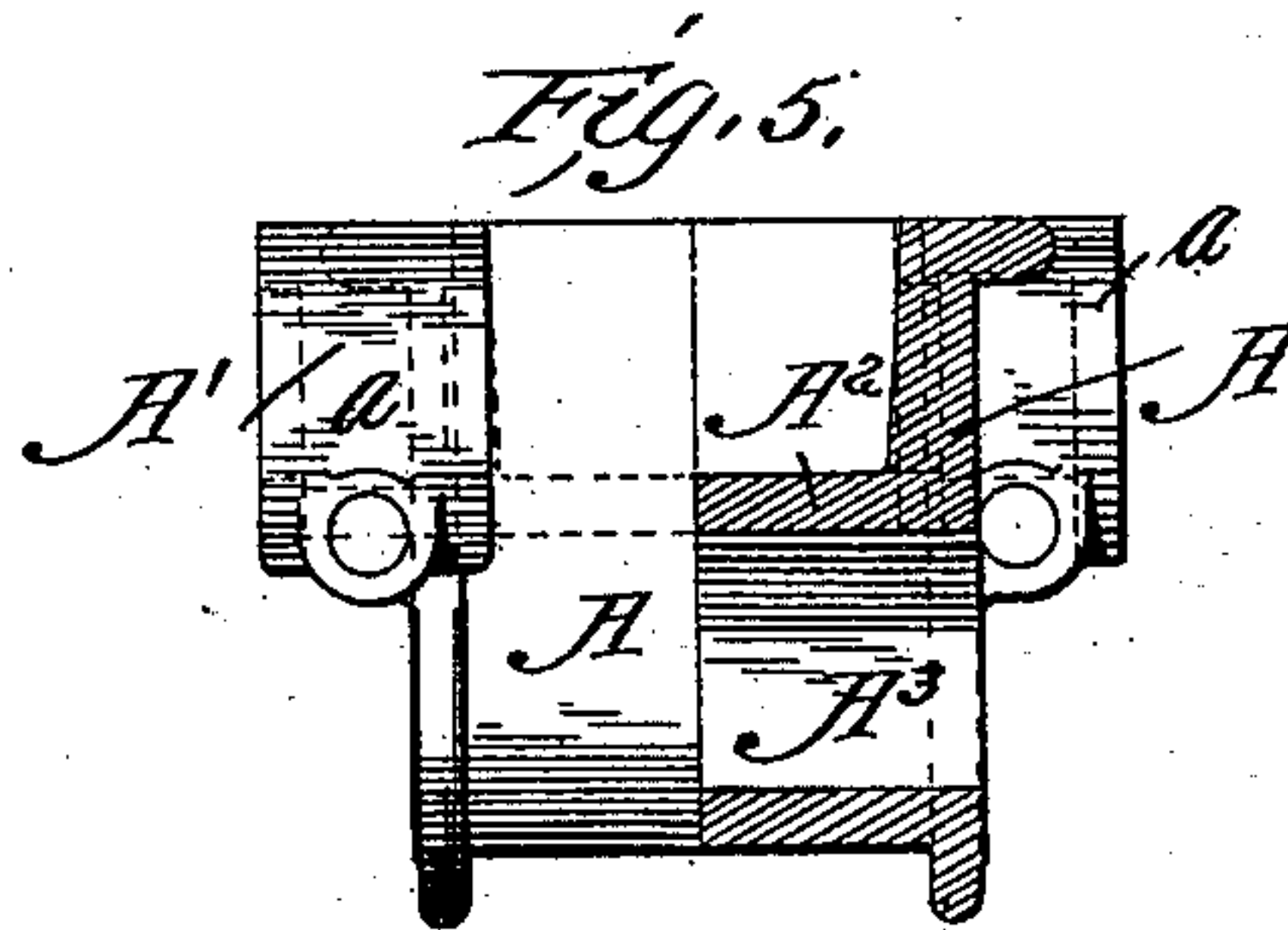
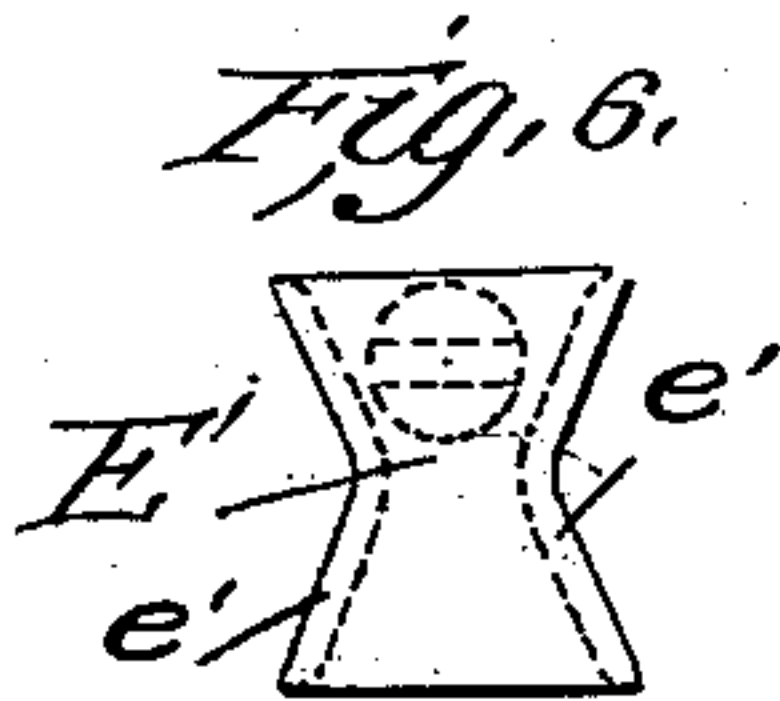
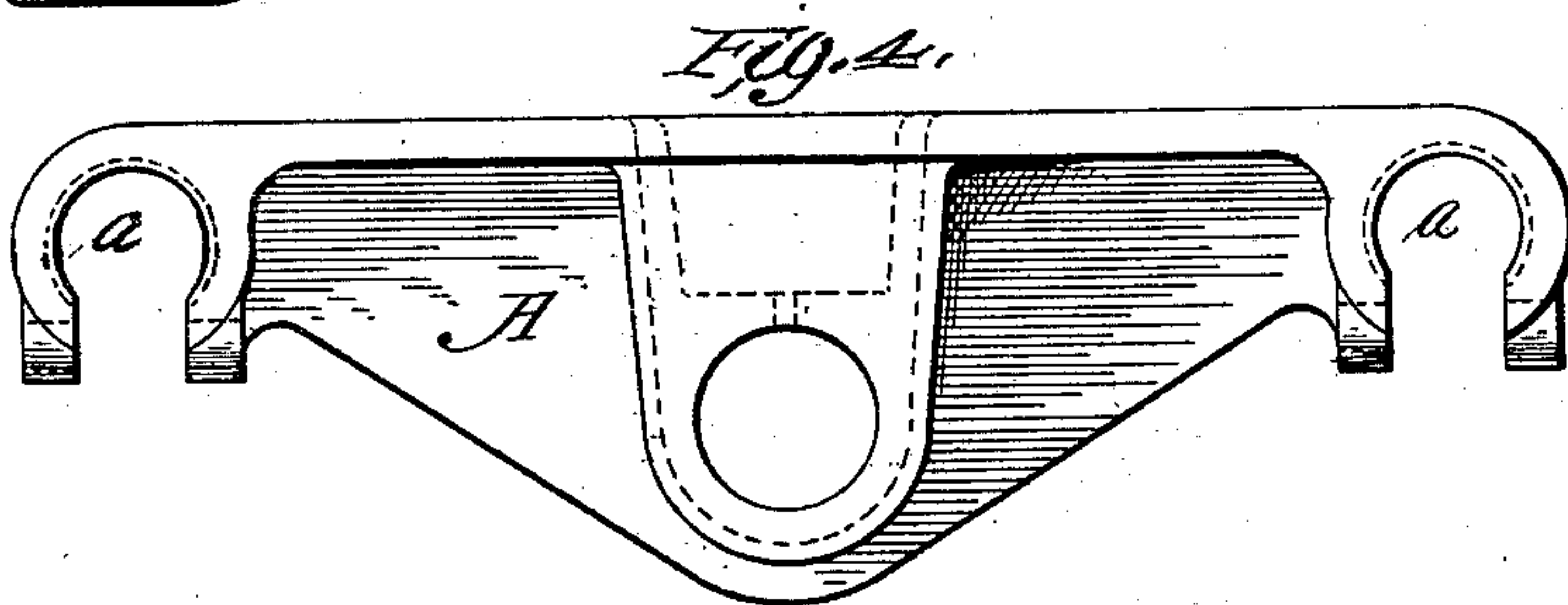
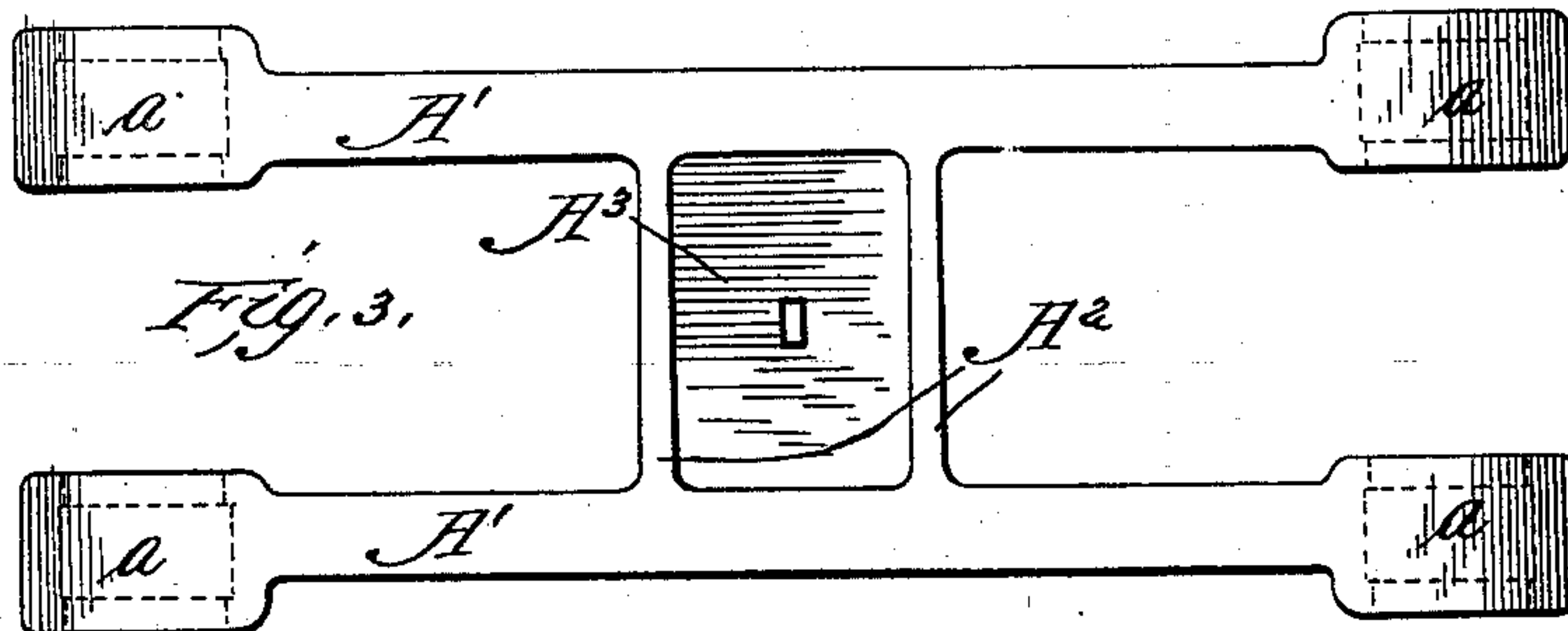
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(No Model.)

2 Sheets—Sheet 2.



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Walter Donaldson  
Comptroller

Inventor  
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by Eric Spru  
Atty.



# UNITED STATES PATENT OFFICE.

WILLIAM C. DAVIS, OF DENVER, COLORADO.

## TRAMWAY TRUCK AND BAIL.

SPECIFICATION forming part of Letters Patent No. 628,527, dated July 11, 1899.

Application filed March 23, 1899. Serial No. 710,232. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM C. DAVIS, a citizen of the United States, residing at Denver, Colorado, have invented certain new and useful Improvements in Tramway Trucks and Bails, of which the following is a specification.

My invention relates to improvements in bucket-bails and trolleys for wire-rope tramways.

The object of the invention is to provide an improved form of frame made in one piece with separate bearings or bushings for the wheels, and, further, to provide an improved form of hanger or bail for the bucket.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the bucket-hanger and truck in position upon a portion of a wireway. Fig. 2 is an end view of the same. Fig. 3 is a plan view of the truck-frame on a larger scale. Fig. 4 is a side elevation of the same. Fig. 5 is a part end view and part central transverse section of the frame. Figs. 6, 7, 8, and 9 are detail views of the bail, illustrating more clearly the connection of the bail with the truck-frame.

In the drawings, the truck-frame is shown at A, and it consists of two parallel members A', connected by transverse webs A<sup>2</sup>, and a tubular sleeve A<sup>3</sup>, all of which parts are cast integral. The end of these frame members are provided with seats *a*, bored or otherwise formed in the frame, which are adapted to receive separate bearings or bushings for the truck-wheels, the bushings being clamped in place by suitable bolts and nuts.

The central portion of the frame is depressed to bring the sleeve A<sup>3</sup> below the line of the bushings, and in this sleeve is located the pin which connects the hanger to the truck, as hereinafter described.

The hanger is shown at B, having a bucket C connected to its lower end in the usual or any desired manner. This hanger consists of two members or bails B', diverging from the connecting-pin which connects them to the truck-frame to points where they are secured to and held apart by a grip-beam D, from the ends of which they depend vertically to the bucket.

It is extremely desirable to connect the bail

to the truck-frame without bolt-holes or welds in order to make a strong union. For this purpose I provide the pin E, adapted to enter the sleeve or socket in the truck-frame, the forward end of the sleeve being provided with a head E', formed integral therewith. This head is open at top and bottom, forming an open socket, the end walls *e'* of which diverge from the center both upwardly and downwardly. The ends of the bails are provided with angular portions *b'*, corresponding in shape to these walls *e'*, the extreme upper ends of the bails being preferably overturned, as shown at *b*<sup>2</sup>, to rest upon the upper edges of the walls *e'*. Wedges *e*<sup>3</sup> *e*<sup>4</sup> are placed between the ends of the bails above and below the center of the socket, and these are drawn together by means of a bolt *e*<sup>5</sup>, passing through openings in the wedges, by means of which the ends of the bails may be securely wedged in position, thus dispensing with the necessity of rivet or bolt holes or any welding of the parts.

The bails are held apart, as before stated, by a grip-beam D, which is preferably made of cast-steel in the shape shown and is provided at its center with a seat for the rope-grip. The ends of the beam are preferably angular to correspond to the angular bend in the bails, as shown at D', and are connected to the bails by suitable devices—such, for instance, as rivets *d'*.

Having thus described my invention, what I claim is—

1. A truck-frame having an elevated tramway comprising parallel members having depressed central portions, the webs and sleeve connecting the central portions and cast integral therewith, seats in the ends of said members and the bearing-bushings detachably clamped in said seats, substantially as described.

2. In combination, the truck-frame having the bearing socket or sleeve, a pin seated in said sleeve and having a head provided with diverging walls, bails for supporting the bucket or the like inserted between said walls and wedging means for clamping the ends of the bail in place, substantially as described.

3. In combination, the truck, the hollow-headed block having means for connecting it with the truck, said block having walls di-

verging in opposite directions, bails for supporting a bucket having ends bent to correspond to said diverging walls, reversely-arranged wedge-blocks located between the  
5 ends of the bails, and means for drawing said blocks together to clamp the bails within the head-block.

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

WILLIAM C. DAVIS.

Witnesses:

JAMES M. BLYTHE,  
JOHN R. MARINE.