

No. 776,030.

PATENTED NOV. 29, 1904.

E. PECKHAM.
TRUCK.

APPLICATION FILED FEB. 24, 1902.

NO MODEL.

2 SHEETS—SHEET 1.

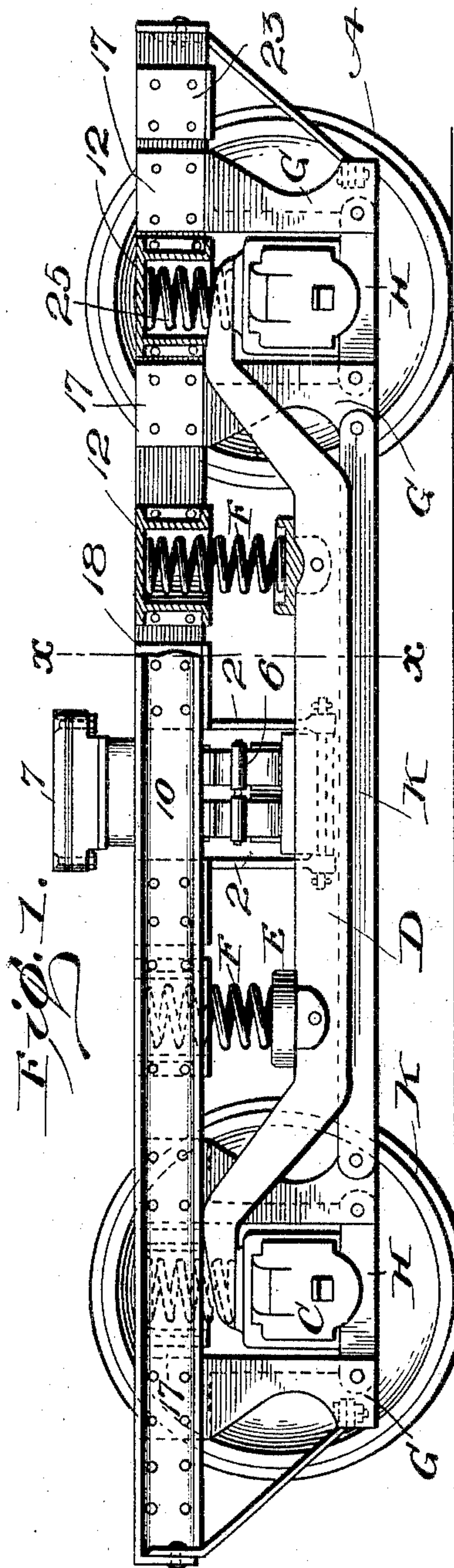


Fig. 1.

Fig. 4.

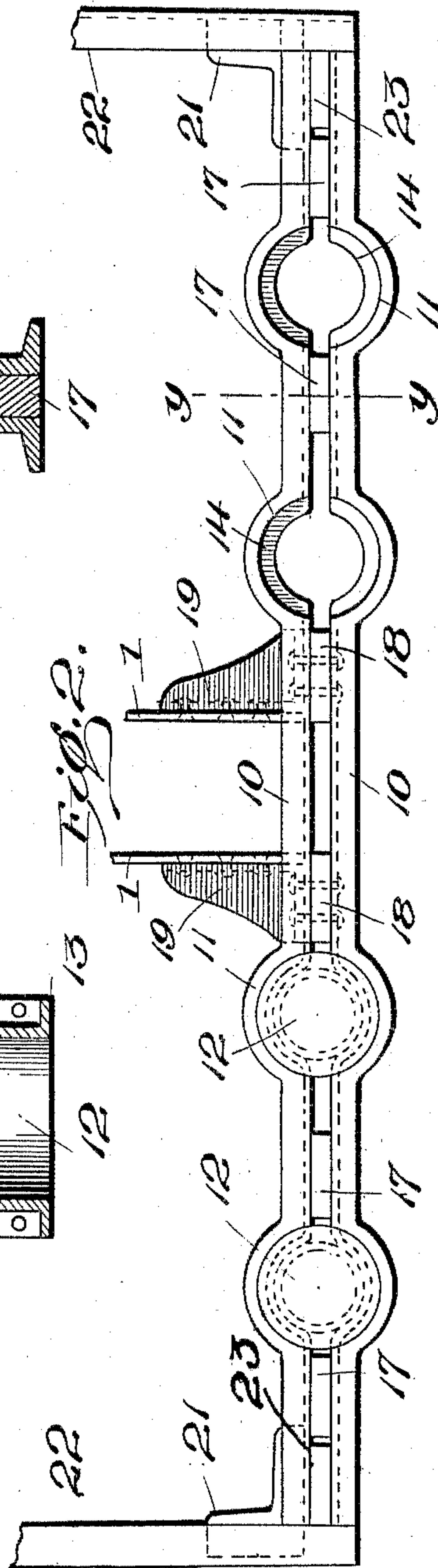
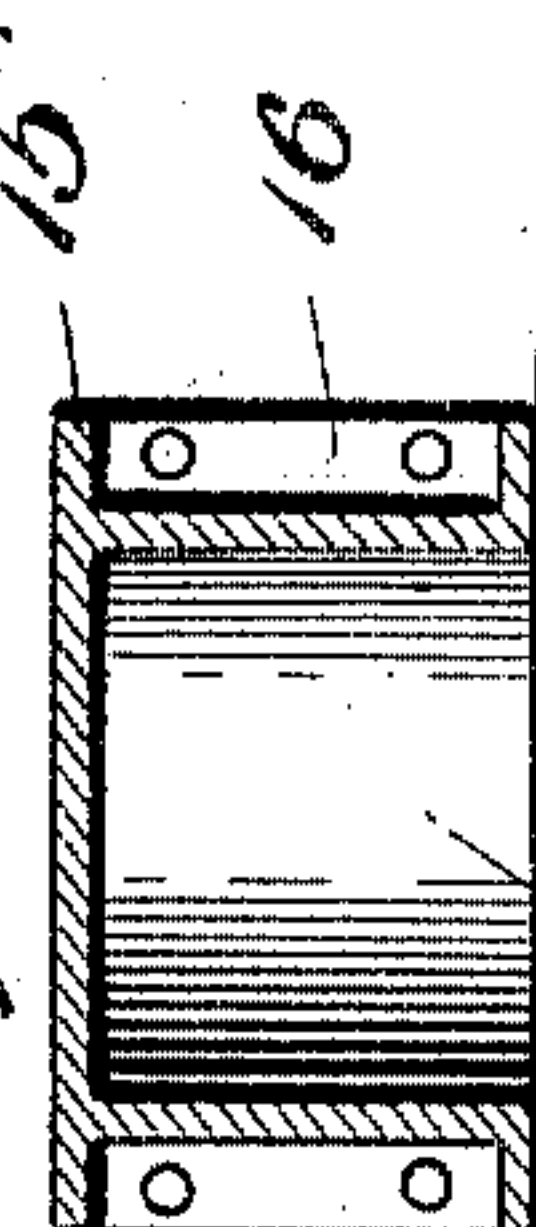
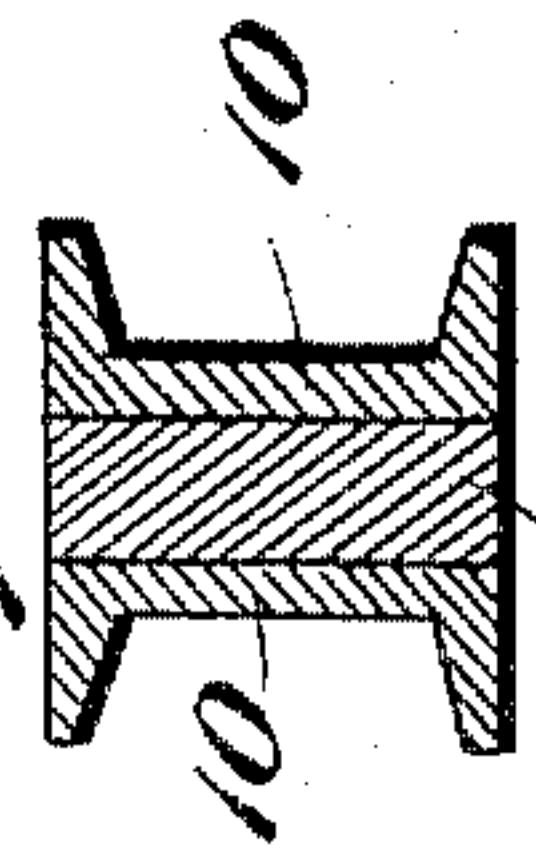


Fig. 2.

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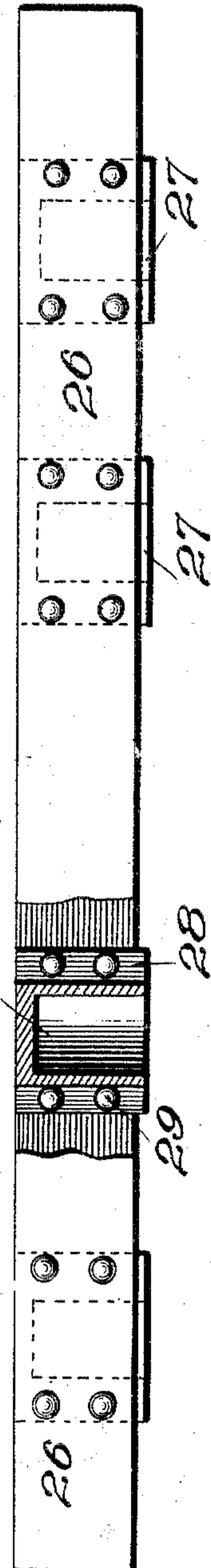
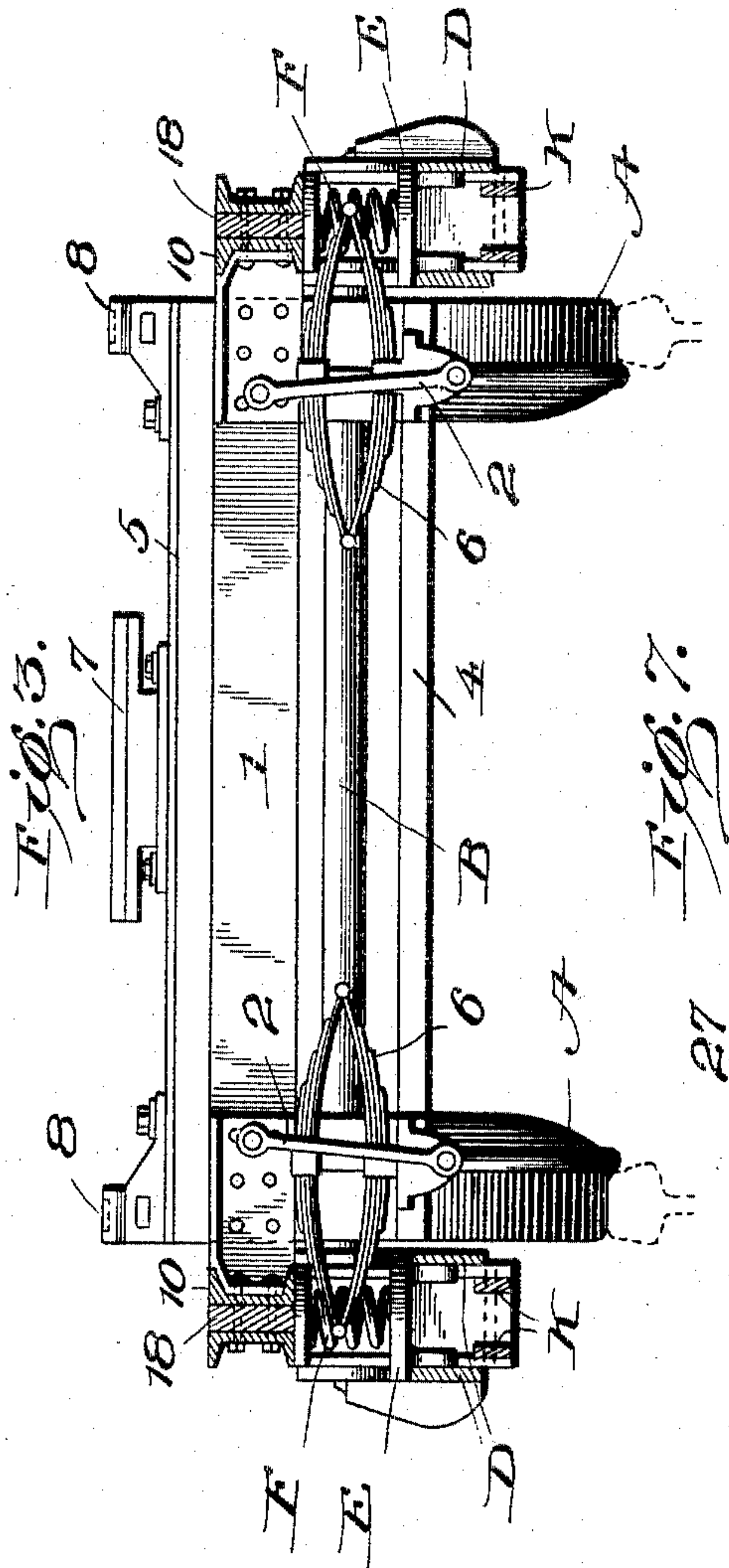
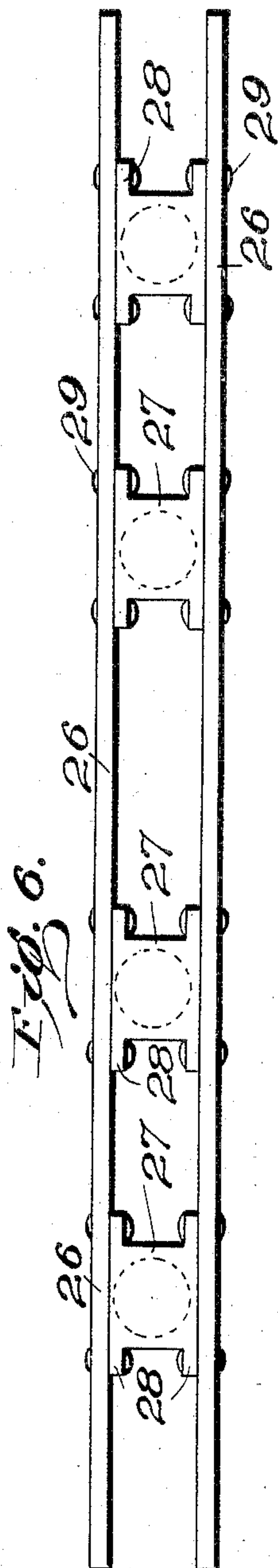
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

EDGAR PECKHAM, OF KINGSTON, NEW YORK, ASSIGNOR TO THE PECKHAM MANUFACTURING COMPANY, OF KINGSTON, NEW YORK, A CORPORATION OF NEW YORK.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 776,030, dated November 29, 1904.

Application filed February 24, 1902. Serial No. 95,167. (No model.)

To all whom it may concern:

Be it known that I, EDGAR PECKHAM, residing at Kingston, in the county of Ulster and State of New York, have invented certain new and
5 useful Improvements in Trucks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to trucks, more particularly to that type of truck known as the
10 "Master Car Builder's;" and its object is to provide an improved truck of this type which shall be an improvement upon or modification of the truck shown in the patent granted to
15 me, No. 681,342, August 27, 1901.

To this end the invention consists in the features of construction, arrangement of parts, and combination of elements, which will be hereinafter more fully set forth, and the novel
20 features thereof specifically pointed out in the claims at the end of this specification.

In the accompanying drawings, Figure 1 is a side elevation, partly in section, of a truck constructed in accordance with my invention.
25 Fig. 2 is a top plan view of one of the side bars, such as are shown in Fig. 1, with certain connected parts. Fig. 3 is a side elevation on the line *x x*, Fig. 1. Fig. 4 is a sectional detail of a spring pocket or cap. Fig. 5 is a
30 transverse section on the line *y y*, Fig. 2. Fig. 6 is a detail in top plan view of a modified form of side bar and spring-pockets. Fig. 7 is a side elevation of the construction shown in Fig. 6 with a part of one of the side bar
35 members broken away and a pocket shown in section.

Similar reference characters refer to similar parts throughout the several views.

Referring first to Figs. 1 to 5, A designates
40 the wheels, having axles B and axle-boxes C. Resting upon the axle-boxes are the ends of the equalizer-bars D, which are, as in the usual construction, composed of two spaced bars provided with caps E, upon which are sup-
45 ported the equalizer-springs F. The pedestals are represented at G, and each set is connected by a repair-piece H, the two inner pedestals

being connected to each other by a tie-bar K. The construction thus far described does not materially differ from the well-known con-
50 struction. The weight of the car-body is supported in the following manner: From the transoms 1, by means of links 2, is hung the spring-plank 4, upon which bolster 5 is sup-
55 ported through the medium of the double elliptic springs 6, the bolster being provided with a suitable center bearing 7 and side bear-
ings 8. The ends of the transoms 1 are suitably secured, as by gussets, to the side bars, which are composed, as in Fig. 2, of two
60 spaced parallel members 10 10, which may be of any suitable shape, here shown as of channel-iron placed back to back. At suitable points along its length each of these side-bar
65 members is curved or dished outwardly, as indicated at 11, so that when assembled the corresponding oppositely-curved portions of the side-bar members constitute sockets or inclo-
70 sures for the reception of spring pockets or caps 12, which surround the upper ends of the equalizer-springs F and support the side bars therefrom. These pockets are in the
75 form of cylindrical shells closed at the upper end, having outwardly-turned flanges 13 at the bottom, against which rests the lower flange
of the channel-bars 10. The sockets are like-
80 wise countersunk, as at 14, for receiving the upper outwardly-turned annular flanges 15 on the spring-pockets. Vertical webs 16, ex-
85 tending along the sides of the spring-pockets between the two flanges, are provided, through which pass bolts or rivets, binding the two members of the side bars and the spring-pock-
90 ets rigidly together. Thus these webs of the spring-pockets furnish stiffening or stay pieces between the members of the side bars, further staying or stiffening pieces being furnished by the upper ends of the pedestals, which are extended upwardly and secured between the side-bar members 10, as at 17. The same purpose
is served by upward extensions 18, which are suitably connected with the gussets 19, from which the transoms 1 are supported, and the extensions 23 of the end gussets 21, which form

strengthening-pieces at the joint between the cross-bars 22 and the side bars. Between the spring-pockets 12, which are located over the axle-boxes, and the tops of the axle-boxes between the universal bars are located springs 25, which serve as auxiliary supporting-springs in the manner set forth in my patent already noted. It will accordingly be seen that I have provided a truck which has the equalizer-springs and the auxiliary springs of the construction of the patent, but which has a new construction of top frame or side bar specially adapted for use with such spring construction, readily assembled, and having great stiffness and strength throughout owing to its peculiar construction. Moreover, such frame is very cheap to manufacture, inasmuch as the members of the side bars can be formed from a straight length of channel-iron simply by being curved or dished in a "bulldozer." The pockets can be cast, and the work of assembling is comparatively small. It will of course be obvious that it is not necessary to have the sockets countersunk, as the upper flanges of the spring-pockets might simply rest upon the tops of the side bars. Moreover, such upper flanges can be dispensed with entirely, if desired, as there is practically no downward thrust of the spring-pockets against the side bars.

In the modified construction shown in Figs. 6 and 7 the side-bar members are straight flat bars 26, having between them pockets 27 for the equalizer and axle-box springs, which pockets are furnished with side flanges 28, through which pass the securing bolts or rivets 29. Other stiffening pieces or bolts passing through both side-bar members may be provided, if desired.

The proportionate length of wheel-base shown in the illustration and the relative size of the elliptic springs supporting the bolster are somewhat different from what they would be in actual practice. The drawings, however, are sufficient to illustrate the invention claimed, and in construction of course the truck would be scaled to suit the particular requirements of the case in hand, which might

also necessitate various changes in detail in the construction of the truck.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a car-truck, in combination with the wheels, axles, axle-boxes, and equalizer-bars supported upon said axle-boxes, the side bars or frames, pockets in connection with said side bars, and springs in such pockets supported from the equalizer-bars and from the axle-boxes respectively.

2. In a car-truck, in combination with the wheels, axles, axle-boxes, equalizer-bars, equalizer-springs, and springs supported from the axle-boxes, the side bars having pockets connected therewith inclosing the upper ends of said springs.

3. In a car-truck, in combination with the wheels, axles and axle-boxes, the side bars comprising spaced members, the equalizer-bars and equalizer-springs upon which said side bars are supported, and the pedestal members extended between said side bars and connected therewith.

4. A side bar composed of spaced members having corresponding portions of each curved or dished outwardly in opposite directions, whereby sockets are formed therebetween for the reception of spring-pockets.

5. A spring-cap 12 having an annular supporting-flange 13 upon which a side-bar member is adapted to rest, and a vertical rib 16 by which said cap may be secured to the side bar.

6. In combination, the side bar composed of spaced members bent outwardly to provide seats and countersunk, and the pockets secured between said side-bar members and having annular flanges and vertical securing-webs, substantially as and for the purposes set forth.

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

EDGAR PECKHAM.

Witnesses:

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G. H. BOWERS.