

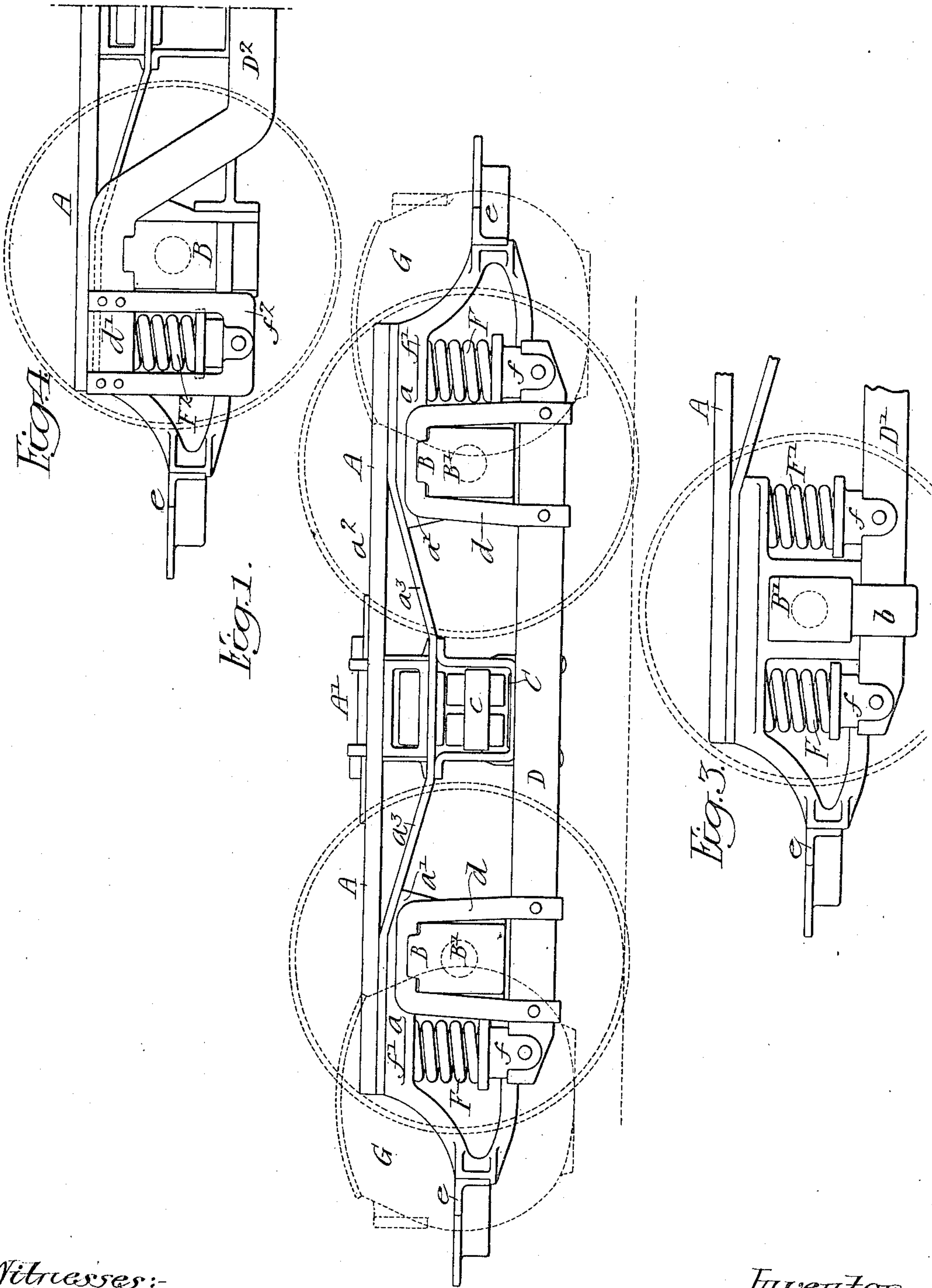
No. 827,590.

PATENTED JULY 31, 1906.

W. O. WEBSTER.
TRUCK.

APPLICATION FILED MAR. 30, 1904.

2 SHEETS—SHEET 1.



Witnesses:-

Augustus Roppus
Louis H. Buck

Inventor
Walter O. Webster,
by his Attorneys,
Howson & Howson

No. 827,590.

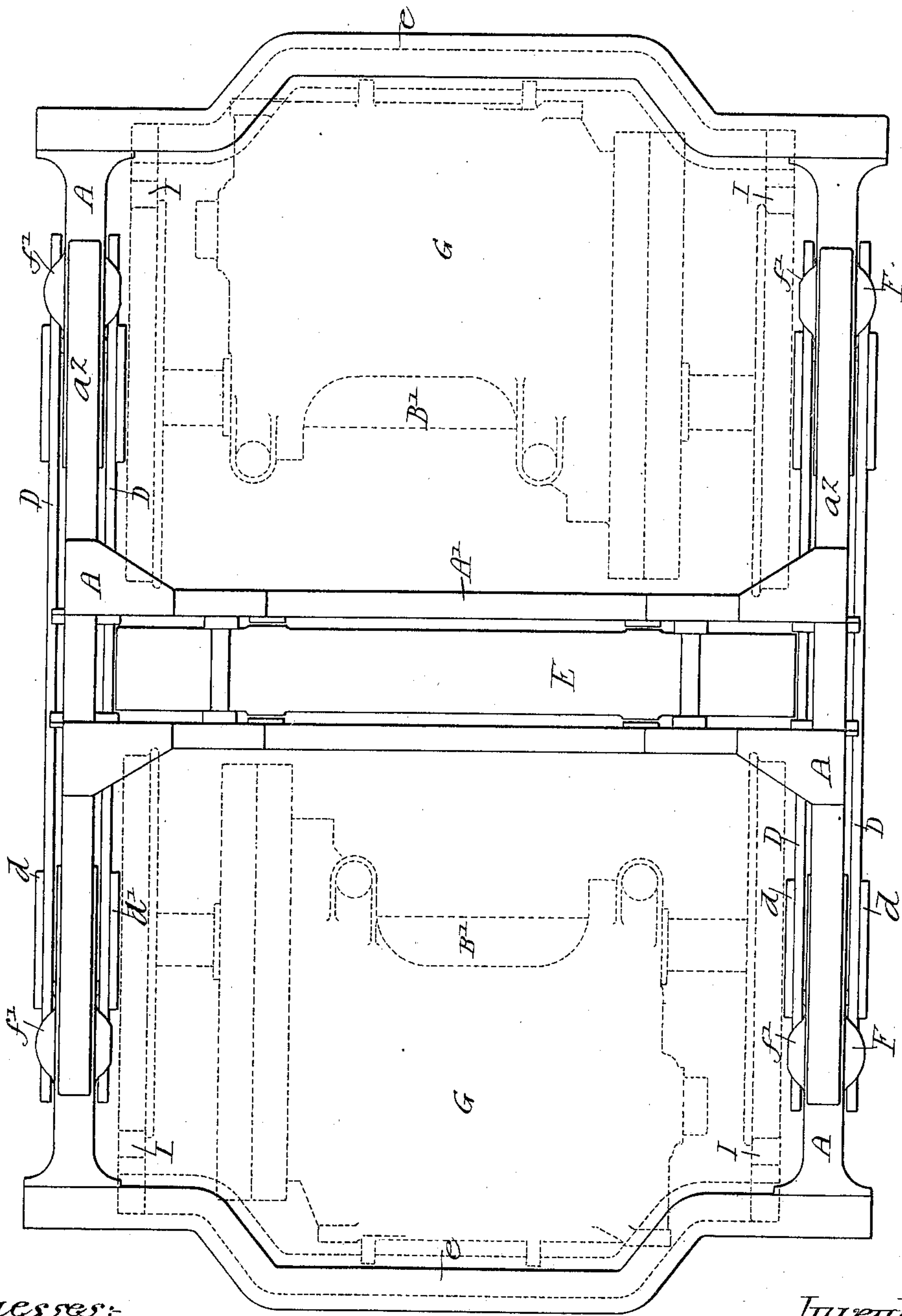
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2 SHEETS—SHEET 2.

Fig. 2.



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UNITED STATES PATENT OFFICE.

WALTER O. WEBSTER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR
TO BURNHAM, WILLIAMS & COMPANY, OF PHILADELPHIA, PENN-
SYLVANIA, A FIRM.

TRUCK.

No. 827,590.

Specification of Letters Patent.

Patented July 31, 1906.

Application filed March 30, 1904. Serial No. 200,844.

To all whom it may concern:

Be it known that I, WALTER O. WEBSTER, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Trucks, of which the following is a specification.

My invention relates to certain improvements in trucks carrying electric motors in which the motors and brakes are outside hung.

The object of my invention is to improve the construction of such a truck and to minimize the tilting effect produced by applying brakes and which is also due to the weight and torque of the motors. This object I attain in the following manner, reference being had to the accompanying drawings, in which—

Figure 1 is a side view of my improved truck. Fig. 2 is a plan view, and Figs. 3 and 4 are views of modifications of my invention.

A A are the side frames of the truck, made in the present instance as shown in Fig. 1. The pedestals a a' for the boxes B B are connected together by longitudinal bars a^2 , braces a^3 , and lower bars extending from one pedestal to the other. To the frame forming the pedestals a a' are attached the transverse angle-beams e e , which support the outer ends of the electric motors G, (shown by dotted lines,) the motors being carried by the axles B' B', mounted in the boxes B B. The brake-beams I are also hung on the outside of the truck, as shown by dotted lines in Fig. 2.

A' is the transverse central frame attached to the side frame in the ordinary manner, and suspended from the central frame is the spring-plate C, carrying the spring c , on which the truck-bolster E is mounted.

D D are equalizing-beams preferably arranged in pairs, as shown in Figs. 1 and 2, each pair extending under the boxes B B on one side of the truck and projecting sufficiently beyond the boxes to carry the equalizing-springs F F. The beams D are suspended from the boxes B by straps d , which pass over the boxes and are secured to the beams by rivets, bolts, or other suitable fastenings. Mounted on the beams D at each end is a seat f for the lower portion of the spring F, and forming part of the frame A is a seat f' for the upper portion of the spring. While I have shown the springs arranged

close to the pedestals of the boxes, they may be arranged any distance from the boxes without extending the wheel-base.

The equalizing-beams D may be hung from the boxes in many different ways. In Fig. 3 I have shown straps b on the boxes B', which are secured to the beams. In this instance a single central beam D' is used, which is directly under the boxes and springs, and in some instances when desired additional springs F' may be placed between the boxes, as shown in Fig. 3.

In Fig. 4 I have shown the beams D² bent, the ends d' extending over the boxes and provided with straps f^2 , which carry the springs F².

My invention is of advantage when the brakes or motors, or both, are hung beyond the boxes, as I minimize the effect produced by the application of the brakes which tend to tilt the truck by extending the equalizing-beams and placing the spring at each end of the truck beyond the boxes.

I claim as my invention—

1. The combination in a car-truck, of a frame, said frame having side members providing pedestals, boxes mounted in the pedestals, axles mounted in the boxes, two equalizing-bars on each side of the truck, said bars extending beyond the boxes and connected thereto, with springs mounted between the bars and the frame only at the ends beyond the boxes, substantially as described.

2. The combination in a truck, of a frame, said frame having side members, boxes mounted in the frame, two equalizing-bars on each side of the truck extending under the boxes and beyond the same, a spring-seat common to both bars, straps extending from the said bars over the boxes, springs mounted on the two seats of the bars beyond the boxes and resting under the frame, the space between the boxes on each side being free of springs, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WALTER O. WEBSTER.

Witnesses:

KENNETH RUSHTON,
JAS. H. M. HAYES.