

(No Model.)

2 Sheets—Sheet 1.

E. PECKHAM.  
CAR TRUCK.

No. 419,878.

Patented Jan. 21, 1890.

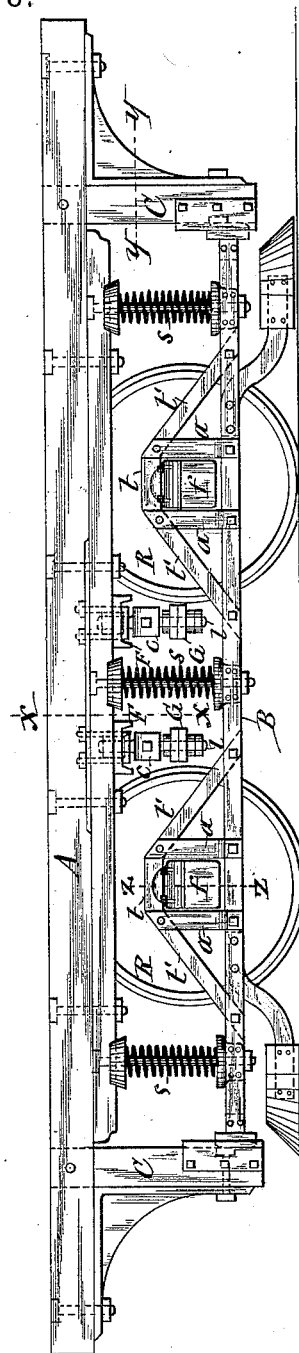


Fig. 1

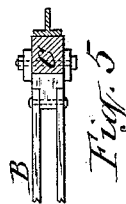


Fig. 5

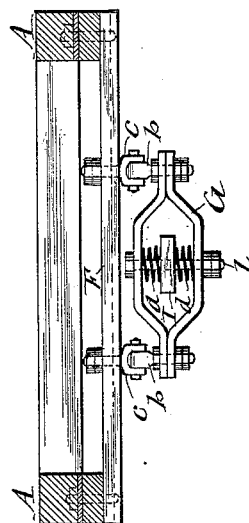


Fig. 4

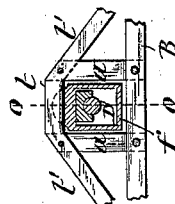


Fig. 7

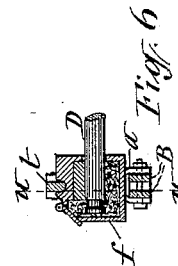


Fig. 6

WITNESSES:

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INVENTOR:

Edgar Peckham

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Shull, Laessle & Shull  
his ATTORNEYS

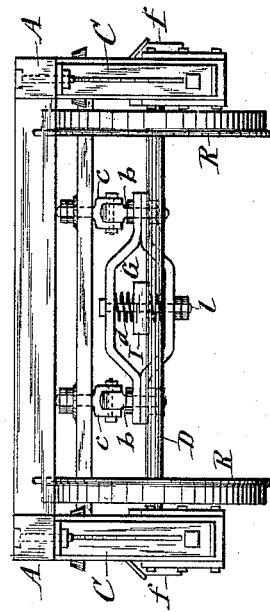
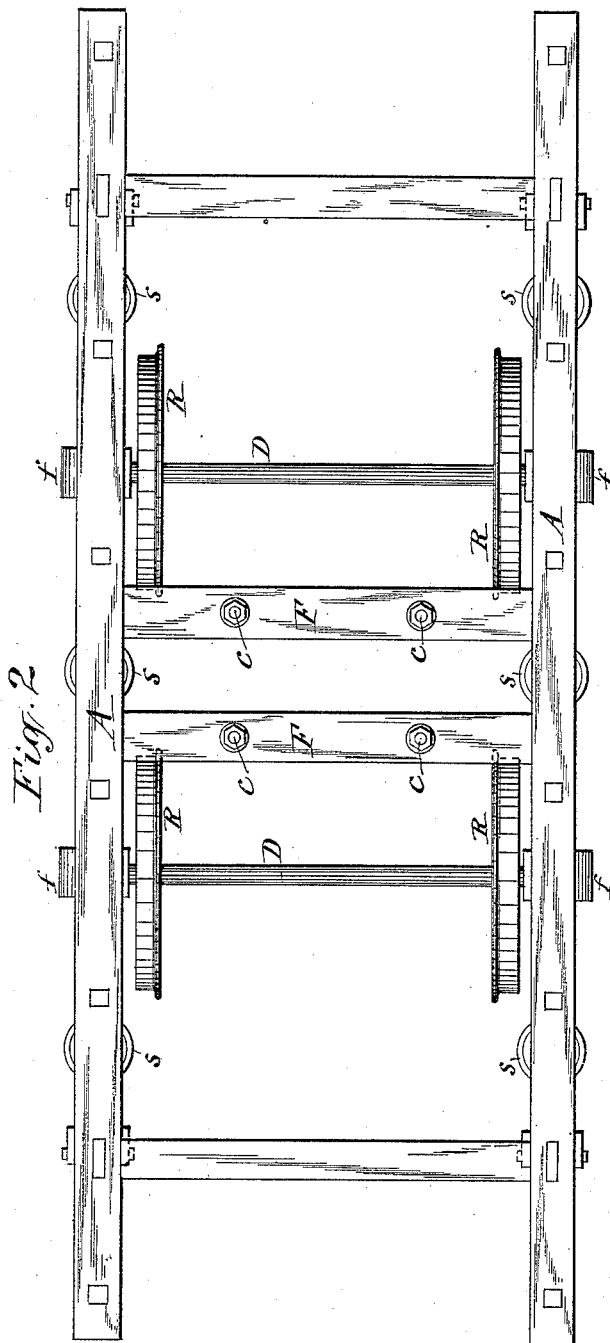
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2 Sheets—Sheet 2.

E. PECKHAM.  
CAR TRUCK.

No. 419,878.

Patented Jan. 21, 1890.



WITNESSES:

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INVENTOR:

Edgar Peckham  
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ATTORNEYS

# UNITED STATES PATENT OFFICE.

EDGAR PECKHAM, OF NEW YORK, N. Y.

## CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 419,878, dated January 21, 1890.

Application filed September 17, 1889. Serial No. 324,224. (No model.)

*To all whom it may concern:*

Be it known that I, EDGAR PECKHAM, of New York, in the county of New York, in the State of New York, have invented new and useful Improvements in Car-Trucks, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to the same class of car-trucks referred to in another application, Serial No. 324,223, for Letters Patent executed by me this day; and it consists, first, in a simpler construction of the side beams of the truck and means for supporting said side beams on the journal-boxes of the car-axles, and, secondly, in suspending the motor-supporting yoke from the upper longitudinal beams of the truck, as hereinafter more fully described, and specifically set forth in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved car-truck. Fig. 2 is a top plan view of the same. Fig. 3 is an end elevation of the truck. Fig. 4 is a vertical transverse section on line *x x*, Fig. 1. Fig. 5 is a horizontal transverse section on line *y y*, Fig. 1. Fig. 6 is a vertical transverse section on line *z z*, Fig. 1, and on line *o o*, Fig. 7; and Fig. 7 is a vertical transverse section on line *u u*, Fig. 6.

Similar letters of reference indicate corresponding parts.

R R represent the car-wheels, D D the axles thereof, and *f f* the journal-boxes of said axles.

A A represent the longitudinal top beams of the truck, or they may constitute the bottom sills of the car-body.

B B denote the side beams, which in this case I form straight from end to end and dispose horizontally under the journal-boxes *ff*, and suspend them therefrom by trusses *t t*, hung on the top of the journal-boxes and formed with forwardly and rearwardly extended and inclined braces *t' t'*, which are attached at their lower ends to the side beams B B. To further support these beams and at the same time form jaws or guides for maintaining the journal-boxes *f f* a uniform distance apart, I attach to the trusses *t t* and side beams B B vertical straps *a a*, which embrace the sides of the journal-boxes. The

ends of the side beams extend under the end portions of the car-body, and springs *s s* are mounted on the central and end portions of the side beams to support the car-body.

To the ends of the car-body I rigidly attach abutments C C, similar to those shown in my other application for Letters Patent hereinbefore referred to, said abutments extending across the ends of the side beams, and thus cause said beams to push the car when propelling-power is applied.

To the under side of the longitudinal top beams A A, I attach one or two cross-beams F F, according to the number of electro-motors to be connected to the car. From the cross-beam F, I suspend a yoke G, which is elongated in a direction parallel with the cross-beam F, similar to that shown in my aforesaid application for Letters Patent, and connected to the said beam in a similar manner—viz., by shackles *c c*, rigidly attached to the beam and provided underneath the same with rigid perforated ears, to which are hinged the hangers *b b*, which pass through the end portions of the yoke G, and are firmly attached thereto. The heel I of the motor projects into an opening in the center of the yoke and is supported therein elastically vertically by springs *d d*. The yoke is allowed to swing in a plane at right angles to the axles D D and sustained rigidly laterally, and a bolt *l*, passing vertically through the yoke and through the heel I, prevents the latter from moving laterally.

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

1. In combination with the car-body and journal-boxes, the side beams B B, located below the journal-boxes, trusses *t t*, hung upon the journal-boxes and formed with forwardly and rearwardly extended braces *t' t'*, attached to the side beams, and springs mounted on said side beams and supporting the car-body, as set forth.

2. In combination with the car-body and journal-boxes, the side beams B B, located below the journal-boxes, trusses *t t*, hung upon the journal-boxes and formed with forwardly and rearwardly inclined braces *t' t'*, attached to the side beams, vertical straps *a a*, attached to the trusses and side beams

and embracing the sides of the journal-boxes, and body-supporting springs mounted on the side beams, as set forth and shown.

3. In combination with the car-body and  
5 journal-boxes, the side beams B B, formed straight from end to end and disposed horizontally under the journal-boxes and extending under the end portions of the car-body, trusses *t t*, hung upon the journal-boxes and  
10 formed with forwardly and rearwardly inclined braces *t' t'*, attached to the side beams, vertical straps *a a*, attached to the trusses and side beams and embracing the sides of the journal-boxes, and body-supporting  
15 springs mounted on the side beams, substantially as described and shown.

4. In combination with the car-body and journal-boxes, the side beams B B, formed straight from end to end and arranged hori-

zontally under the journal-boxes and extend- 20  
ing under the end portions of the car-body, trusses *t t*, hung on the journal-boxes and formed with forwardly and rearwardly inclined braces *t' t'*, attached to the side beams, vertical straps *a a*, attached to the trusses 25  
and side beams and embracing the sides of the journal-boxes, body-supporting springs mounted on the side beams, and abutments C C, attached to the car-body and extending across the ends of the side beams, substan- 30  
tially as described and shown.

In testimony whereof I have hereunto signed my name this 14th day of September, 1889.

EDGAR PECKHAM. [L. s.]

Witnesses:

THORNLEY DICKSON,  
JOHN M. SPURR.