

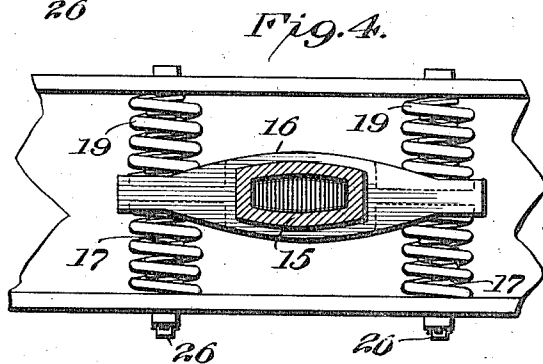
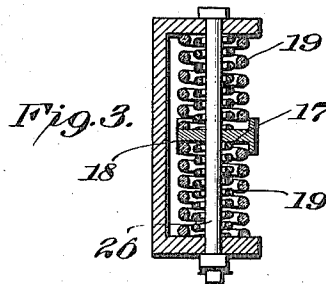
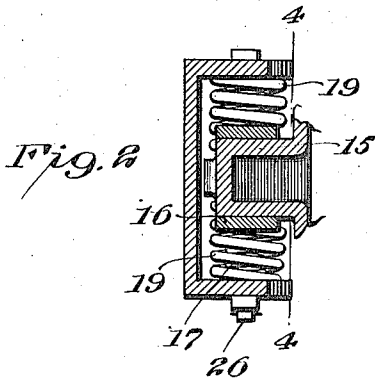
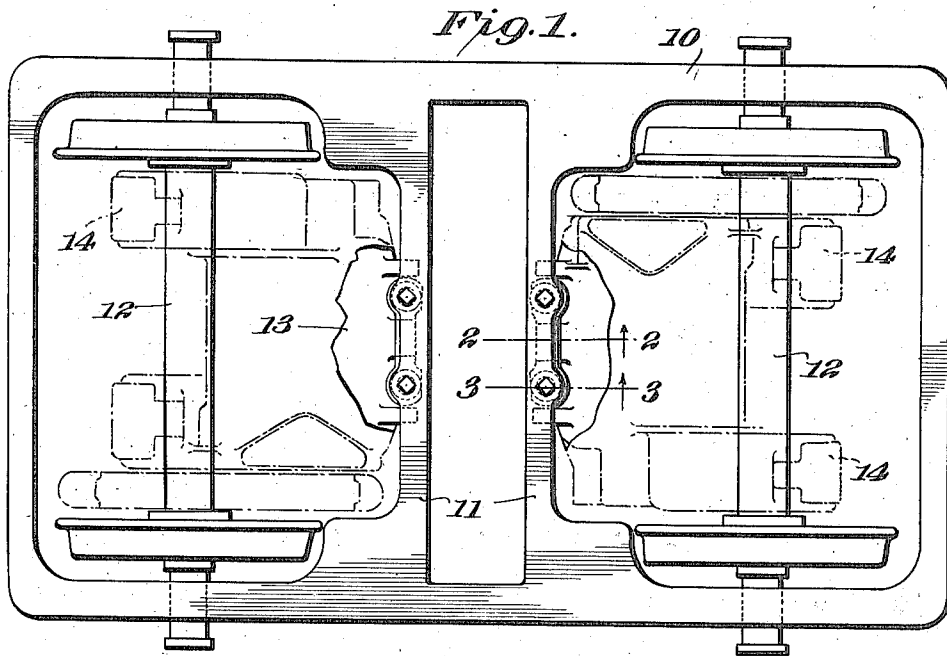
C. H. HOWARD & H. M. PFLAGER.

ELECTRIC MOTOR TRUCK.

APPLICATION FILED SEPT. 17, 1912.

1,060,092.

Patented Apr. 29, 1913.



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UNITED STATES PATENT OFFICE.

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TO COMMONWEALTH STEEL COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION
OF NEW JERSEY.

ELECTRIC-MOTOR TRUCK.

1,060,092.

Specification of Letters Patent.

Patented Apr. 29, 1913.

Application filed September 17, 1912. Serial No. 720,810.

To all whom it may concern:

Be it known that we, CLARENCE H. HOWARD and HARRY M. PFLAGER, citizens of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Electric-Motor 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, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of an electric motor truck of our improved construction. Fig. 2 is an enlarged cross section taken approximately on the line 2—2 of Fig. 1. Fig. 3 is an enlarged detail section taken approximately on the line 3—3 of Fig. 1. Fig. 4 is an elevational view with parts in section, which view is taken on the line 4—4 of Fig. 2.

Our invention relates generally to car trucks and particularly to an electric motor truck, the principal object of our invention being to provide a simple, inexpensive and effective yielding connection between one side of the motor housing and the truck frame.

In motor trucks of the present construction, it is generally the practice to provide suitable bearings on one side of the motor housing, which bearings engage the axle, and it is particularly desirable that the opposite side of the motor housing be yieldingly supported so that it will have a certain range of vertical movement with respect to the truck frame.

We propose to arrange on a fixed portion of the truck frame, preferably the transom, a spring held member that is adapted to receive a portion of the motor housing so that the side thereof is yieldingly supported on the truck frame.

To the above purposes, our invention consists in certain novel features of construction and arrangement of parts hereinafter more fully described and claimed.

Referring by numerals to the accompanying drawings, 10 designates a truck frame, 11 the transoms thereof, 12 the axles, and 13 the motor housing. This housing is provided with suitable bearings 14 on its outer side, which bearings receive the axles 12 and formed on and fixed to the inner side of the motor housing, and preferably at a

central point thereon, is an outwardly projecting lug 15. The spring held member that forms a connection between the lug 15 and the transom of the truck frame comprises a horizontally disposed elongated collar or loop 16, with the ends of which are formed integral horizontally disposed plates 17 provided in their centers with apertures 18. This member is positioned between the flanges of the transom 11, and interposed between said flanges and said plates are compression springs 19. Bolts 20 pass through the flanges of the transom and through the springs 19 and the apertures 18 in the plates 17 thereby holding the member 16 and springs 19 in proper position on the transom. The lug 15 on the motor housing engages in the elongated loop as shown in Figs. 2 and 4 and thus the inner side of the motor housing is yieldingly supported and all vertical vibration of the inner side of said motor housing with respect to the transom is absorbed by the compression springs located above and below the end portions of the supporting member.

A device of our improved construction is very simple, can be easily and cheaply produced, and provides an efficient yielding connection between the motor housing and transom or other fixed part of the truck frame.

It will be readily understood that minor changes in the size, form and arrangement of the various parts of our improved device can be made and substituted for those herein shown and described without departing from the spirit of our invention, the scope of which is set forth in the appended claims.

We claim:

1. The combination with a truck frame having a flanged transom, of a loop positioned between the flanges of the transom, plates projecting from the ends of said loop, compression springs arranged between said plates and flanges, and which loop is adapted to receive and hold a portion of the motor housing of the truck.

2. The combination with a truck frame having a flanged transom and an electric motor truck having a part which extends between the flanges of the transom, of a loop positioned on the extending portion of the motor housing between the flanges of the transoms, plates integral with the ends of said loops, compression springs between said plates and the flanges of the transom, and

means passing through the flanges of the transoms, the springs and the plates for holding said parts and the loop in proper position.

5 3. In an electric motor truck of the class described, a member provided with a horizontally disposed, transversely arranged opening adapted to receive a part of a motor housing, and horizontally disposed plates
10 forming the end portions of said member.

4. In an electric motor truck, a member adapted to form a connection between the motor housing and a part of the truck frame, which member comprises a loop adapted to
15 receive a part of the motor housing, and horizontally disposed plates integral with the ends of said loop.

5. In an electric motor truck, the combi-

nation with a flanged transom, of a loop positioned between the flanges of the transom, which loop is adapted to receive an extension on the truck motor housing, plates
20 integral with the ends of said loop, pairs of springs interposed between said plates and the flanges of the transom, and bolts seated
25 in the flanges of the transoms, which bolts pass through the pairs of springs and the plates.

In testimony whereof we hereunto affix our signatures in the presence of two witnesses, this 30th day of August, 1912.

CLARENCE H. HOWARD.

HARRY M. PFLAGER.

Witnesses:

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