P. H. WHITE.
STEAM WAGON TRUCK.
(Application filed Nov. 27, 1901.)

Inventor
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Attorney
By

Witnesses

The WOED PETERS CO. PRINTED FOR THE NAVIGATION OF MANCHESTER, N. C.
UNITED STATES PATENT OFFICE.

PAUL H. WHITE, OF INDIANAPOLIS, INDIANA, ASSIGNOR TO WHITE STEAM WAGON COMPANY, OF INDIANAPOLIS, INDIANA, A CORPORATION OF INDIANA.

STEAM-WAGON TRUCK.


Application filed November 27, 1901. Serial No. 83,831. (No model.)

To all whom it may concern:

Be it known that I, PAUL H. WHITE, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented a new and useful Truck and Body for Steam-Wagons, of which the following is a specification.

My invention relates to an improvement in the front truck of a steam-wagon, especially of the type shown in my application Serial No. 58,521.

The object of my invention is to form the truck and attach the same to the wagon-body that a fire-box of the steam-generator may be dropped below the wagon-body, so that the boiler may not project too far above the body.

The accompanying drawings illustrate my invention.

Figure 1 is an end elevation. Fig. 2 is a side elevation. Fig. 3 is a plan on a greatly-reduced scale.

In the drawings, 4 indicates a front axle, to the ends of which are pivoted stub-axles 5 for wheels 6, the support of the stub-axles being of any well-known form. The middle portion of the axle 4 is preferably dropped, and secured near each end is a spring 7. Supported upon the springs is an open frame or ring 8, preferably rectangular. Carried upon two opposite sides of ring 8 are ears 9, to which are pivoted ears 10, carried by the wagon-frame 11. The fire-box 12 of the steam-generator 13 projects downward through the floor of the frame 11 and lies within the frame 8, the said frame being in its internal width considerably greater than the width of the fire-box, so as to allow an oscillation of the frame upon its pivotal connection with the frame 8. By this arrangement I am able to set my boiler very low in the wagon-frame and at the same time place the fire-box in an easily-accessible position.

I claim as my invention—

1. A truck for wagons, consisting of a single axle, and an open frame carried by said axle above the same, the said open frame being adapted for attachment to the main frame of a wagon so as to receive a projected portion thereof.

2. A truck for wagons, consisting of a single axle, a pair of springs carried by said axle, one near each end, and an open frame mounted upon said springs above the axle, the said frame being adapted to be attached to the main frame of a wagon and to receive a projected portion of the said main frame.

3. The combination with a wagon-frame, of a boiler-furnace carried by the wagon-frame and projected below the same, an open frame surrounding the projecting portion of the furnace, wheel-supports carried by opposite sides of the open frame, and connections between the open frame and wagon-frame.

4. The combination with a wagon-frame, of a boiler-furnace carried by the frame and projected below the same, an open frame surrounding the projecting portion of the furnace, an axle extending transversely beneath the open frame, spring connections between the open frame and axle, and connections between the open frame and wagon-frame.

5. The combination with a wagon-frame, of a boiler-furnace carried by the wagon-frame and projected below the same, an open frame surrounding the projecting portion of the furnace, a pivotal connection on a longitudinal axis between the wagon-frame and open frame, and wheel-supports carried by the open frame.

6. The combination with a wagon-frame, of a boiler-furnace carried by the wagon-frame and projected below the same, an open frame surrounding the projecting portion of the furnace, a pivotal connection on a longitudinal axis between the wagon-frame and open frame, an axle below the open frame, and spring connections between the axle and open frame.

7. The combination with a wagon-frame, of a boiler-furnace carried by the wagon-frame and projected below the same, a truck mounted below the projecting portion of the furnace, and a longitudinal pivotal connection between the truck and the wagon-frame in line with the projected portion of the furnace.

Witnesses:

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PAUL H. WHITE.