

(No Model.)

2 Sheets—Sheet 1.

D. L. BARNES.
TRUCK FOR VELOCIPEDES.

No. 468,146.

Patented Feb. 2, 1892.

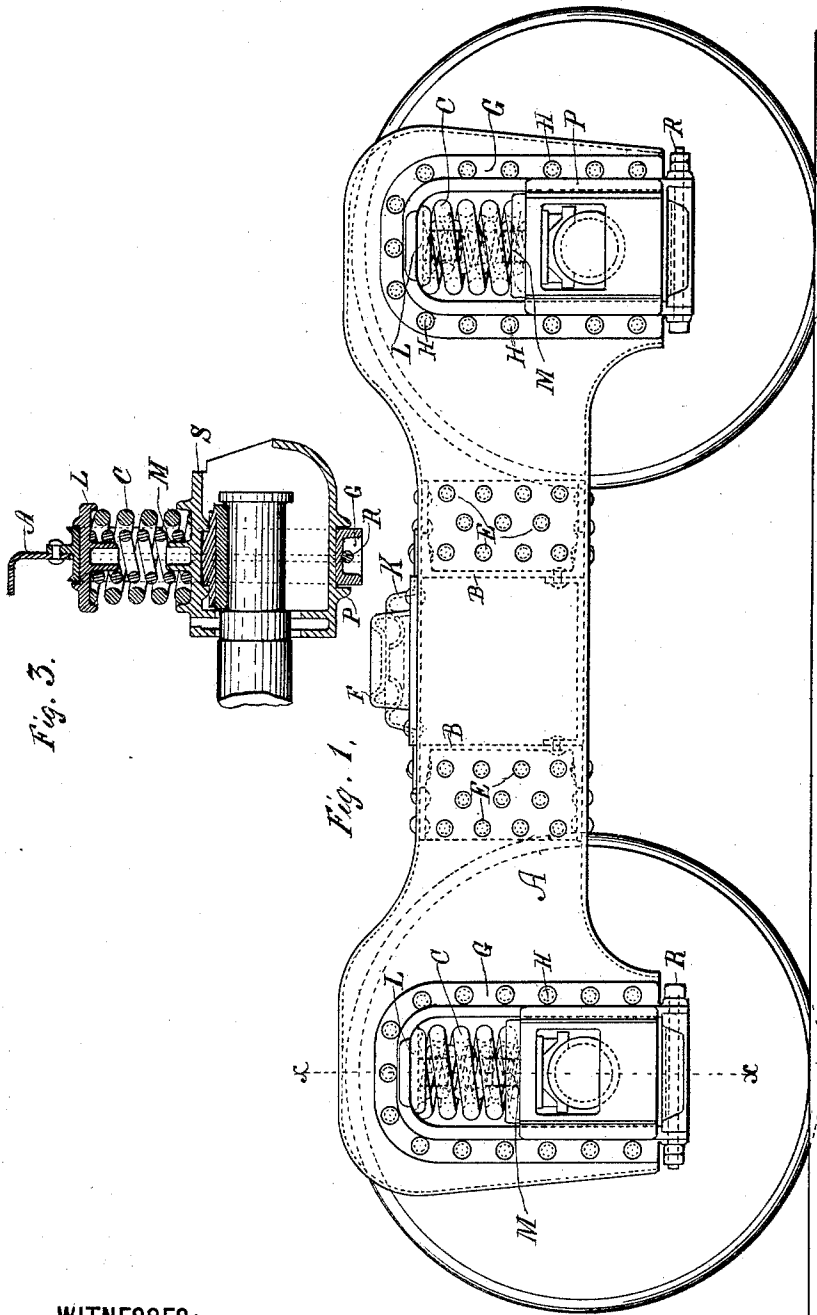


Fig. 3.

Fig. 1.

WITNESSES:

Wm. A. Pollock
J. Littlejohn

INVENTOR

David L. Barnes

BY

J. H. Dickerson

ATTORNEY

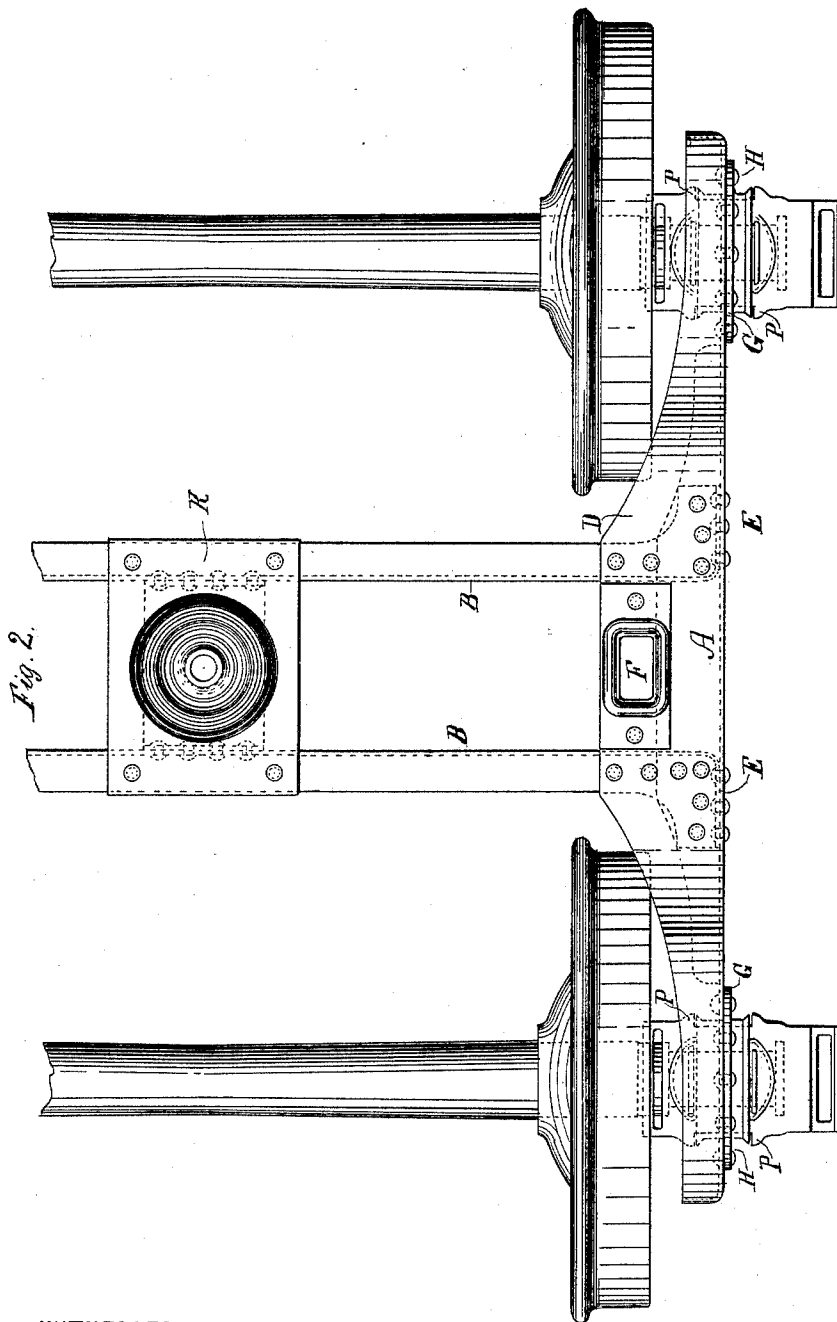
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UNITED STATES PATENT OFFICE.

DAVID L. BARNES, OF CHICAGO, ASSIGNOR TO THE FOX SOLID PRESSED STEEL COMPANY, OF JOLIET, ILLINOIS.

TRUCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 468,146, dated February 2, 1892.

Application filed April 16, 1891. Serial No. 389,252. (No model.)

To all whom it may concern:

Be it known that I, DAVID L. BARNES, of Chicago, Cook county, State of Illinois, have invented a new and useful Improvement in Trucks for Vehicles, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to an improvement in trucks made of pressed steel in which the springs are carried in the ends of the side frames over the journal-boxes. The truck itself is very simple in construction, consisting, generally, of only four pieces. It is very rigid, simple of construction, and easy of inspection.

My invention will be readily understood from the accompanying drawings, in which—

Figure 1 represents a lateral elevation; Fig. 2, a plan, and Fig. 3 a section through Fig. 1 on the line $x x$.

The truck consists, generally, of the side frames A and the transoms B B. The side frames A are of the general shape shown and are deepened at the ends to provide pockets or openings for the springs C, which may be of any ordinary construction. A peculiarity of the side frames A, which are generally of box shape, is the wide flange, (shown at D,) which is used for the support of the transoms B B. These are preferably likewise made of pressed steel and are flanged with a wide flange at the ends, as shown. By their shape they are readily attached to the side frames A by bolts E. Side wearing-plates F may be also attached upon the top of the flanged portions of the side frames. The pedestals G are made of T-iron bent to the proper shape and riveted to the side frames by rivets H. The transom-bars B B carry at their middle a center plate K, which is preferably likewise of pressed steel.

The pedestals G carry at their upper end spring-supports L, which may be of any suitable construction, and the axle-boxes are provided with lips P, fitting the pedestals G, and likewise with a spring-support M, so that the springs C are carried in any suitable way between the supports L and M. The lower end of the pedestals are extended to receive the

pedestal-bolt R, which braces the jaws of the pedestal and may be secured by nuts or in any other suitable way.

It is to be observed that the side frames are higher at the ends than in the middle, and thereby the transoms are lowered.

In the patent to E. W. M. Hughes, granted July 30, 1889, No. 408,031, is shown a type of truck in some respects similar to the one here claimed; but I do not make claim to the construction there shown.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A side frame for trucks, formed of flanged pressed steel and having its ends raised above the center part and carrying springs in said end parts above the axles and bearing against the side frame, thereby enabling the lowering of the transom, substantially as described.

2. A side frame for trucks, made of pressed steel and having a wide upper flange at the center for the support of the transom at that point, substantially as described.

3. A side frame for railroad-trucks, having its ends bent upward at the pedestal-support and having a wide flange at the center for the reception of the transom, substantially as described.

4. The pressed-steel side frame for trucks, made of one piece and provided with pockets for the reception of springs above the axle-boxes and below the side frame, the said springs bearing against the axle-boxes and the side frames, substantially as described.

5. The combination of the side frames A, having a wide central flange, and the transoms B, riveted thereto, substantially as described.

6. The pressed-steel side frame for railroad-trucks, provided with a T-iron pedestal riveted thereto, substantially as described.

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

DAVID L. BARNES.

Witnesses:

E. M. WEST,
FRANK H. CLARK.