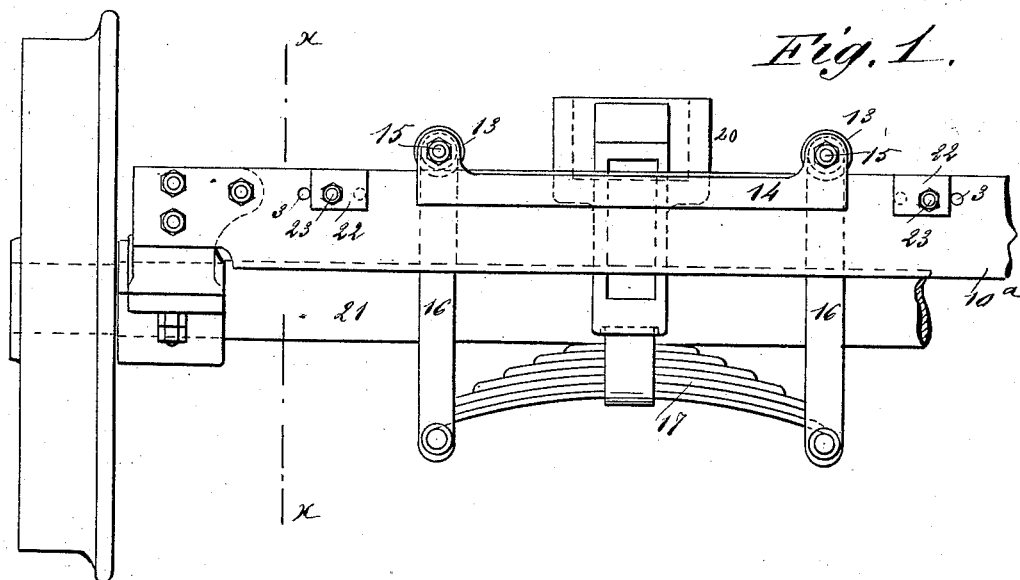


(No Model.)

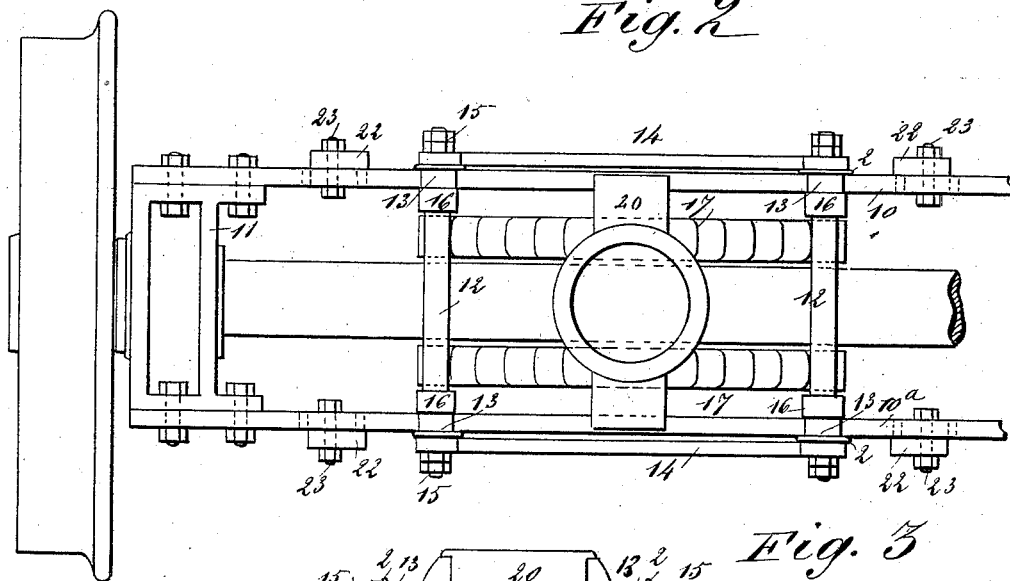
A. C. PACKER.  
LOCOMOTIVE TRUCK.

No. 385,476.

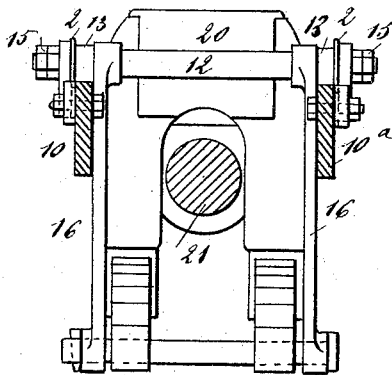
Patented July 3, 1888.



*Fig. 2*



*Fig. 3*



WITNESSES:

C. Stevens

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INVENTOR:

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# UNITED STATES PATENT OFFICE.

ALONZO C. PACKER, OF PITTSBURG, PENNSYLVANIA.

## LOCOMOTIVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 385,476, dated July 3, 1888.

Application filed December 29, 1887. Serial No. 259,304. (No model.)

### *To all whom it may concern:*

Be it known that I, ALONZO C. PACKER, of Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented a new and Improved Locomotive-Truck, of which the following is a full, clear, and exact description.

This invention relates to the construction of trucks, and is more especially applicable for use in the construction of locomotive and motor trucks, although adapted for use in the construction of car-trucks, the main object of the invention being to provide for the swinging of the car-body at times, as is necessary in the passing of curves; and to this end the invention consists of a center plate supported by springs, which are in turn supported by hangers that are movably mounted upon the main truck-frame, the range of movement given to the hangers being defined by adjustably-mounted stop or limit blocks, all as will be hereinafter more fully described, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a side view of a portion of a truck-body constructed in accordance with the terms of my invention. Fig. 2 is a plan view thereof; and Fig. 3 is a sectional view taken on line  $x x$  of Fig. 1.

In the drawings, 10 and 10<sup>a</sup> represent the side rails of the truck-body, which rails are spaced by blocks 11, which carry the axle-journal boxes, as shown in the drawings. Above the said rails I arrange two cross-bars or shafts, 12, upon which there are mounted small wheels or rollers 13, that bear upon the upper faces of the side rails, said rollers being provided with flanges 2, as shown. Just outside of the rollers I mount connecting-links 14, which extend from shaft to shaft, the parts being held to place by jam-nuts 15, as shown.

Within the side rails, 10 and 10<sup>a</sup>, I mount links 16, which are supported by the bars or shafts 12, and these links in turn serve as the supports for springs 17, upon which springs I mount a center bearing-plate, 20, which receives the king-pin of the body center plate, the block being bifurcated to provide for the

passage of the axle 21. To each of the side rails I connect stop-blocks 22, the bolts 23, by which said blocks are secured to the rails, being placed at one side of the center of the block, so that by loosening the bolts and turning the blocks the throw of the connecting-links 14 and the parts controlled thereby may be varied, and to further vary this throw I prefer to form a number of apertures, 3, in the side rails, through any one of which the bolt 23 may be passed.

From the construction described it will be seen that the car-body may swing upon the truck, the range of motion being partially checked by the blocks 22; but it will be understood that a slight additional movement may occur owing to the swinging of the hangers 16. This construction is exceedingly cheap, and is not liable to injury, and overcomes many of the objections to the old form of truck, particularly the lifting of the locomotive or motor in passing sharp curves, thus relieving the springs of all undue strain.

Now, although I have shown a two-wheeled or pony truck, I desire it to be distinctly understood that the construction might be applied to four, six, or even eight wheeled trucks.

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

1. The combination, with the side bars of a truck, of bars or shafts placed at right angles thereto, rollers carried by the said bars or shafts and resting on the truck, side bars, hangers suspended from the roller-carrying bars, springs supported by the hangers, and a center plate supported by the springs, substantially as described.

2. The combination, with the side bars of a truck, of rollers resting thereon, shafts upon which the rollers are journaled, hangers loosely mounted upon the shafts, links connecting the shafts, springs carried by the hangers, and a center plate carried by the springs, substantially as described.

3. The combination, with the side bars of a truck, of rollers resting thereon, shafts upon which the rollers are mounted, links connecting the shafts, stops arranged at each end of the links, hangers loosely mounted on the

shafts, springs supported by the hangers, and a center plate supported by the springs, substantially as described.

4. The combination, with the side bars of a  
5 truck, of adjustable stops connected thereto, rollers resting on the truck, side bars, shafts upon which the rollers are mounted, links connecting the shafts, hangers loosely mounted

upon the shafts, springs supported by the hangers, and a center plate supported by the springs, substantially as described.

ALONZO C. PACKER.

Witnesses:

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