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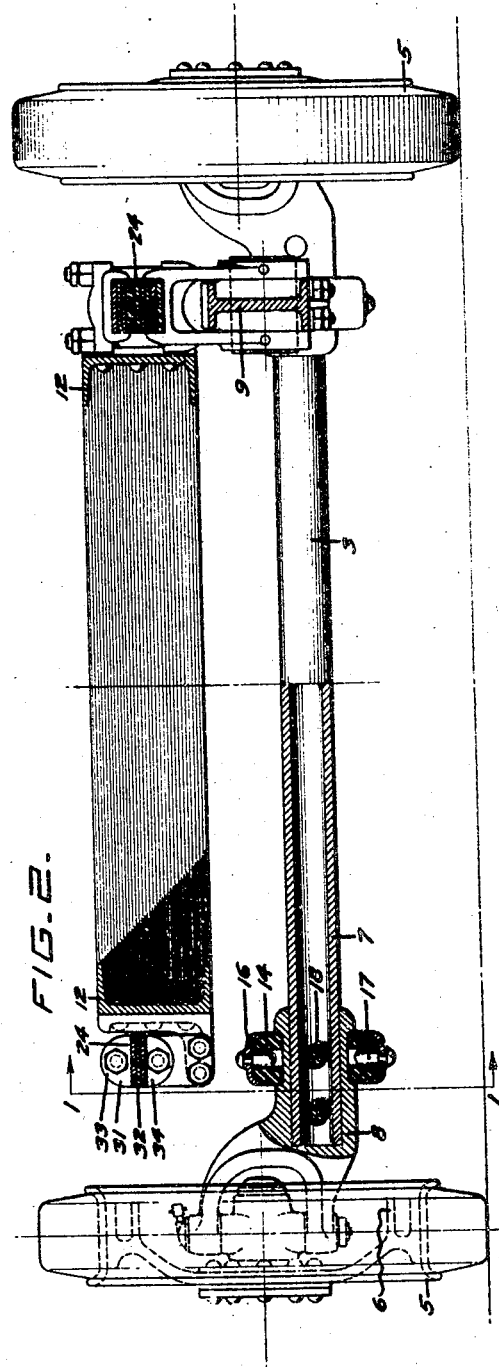
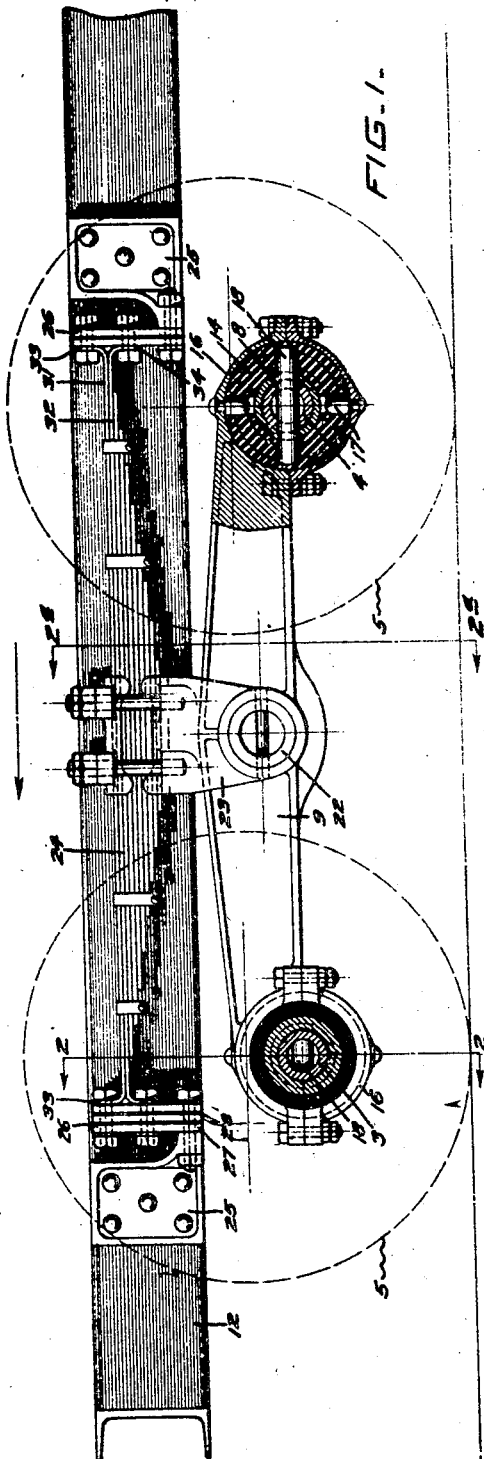
1,692,891

R. B. FAGEOL

ROAD VEHICLE

Original Filed April 23, 1923

2 Sheets-Sheet 1



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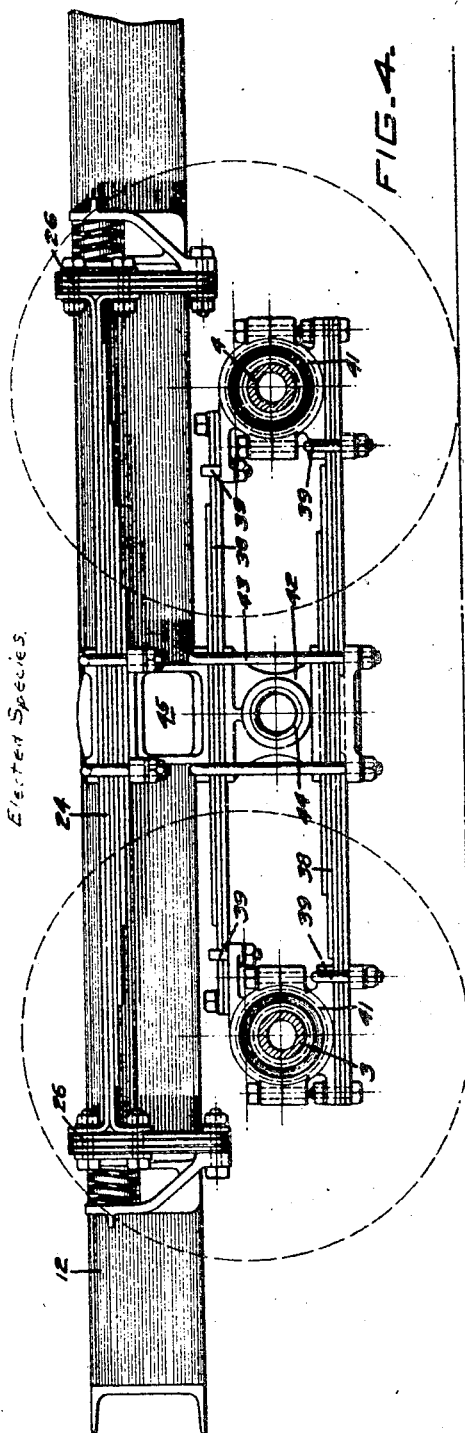
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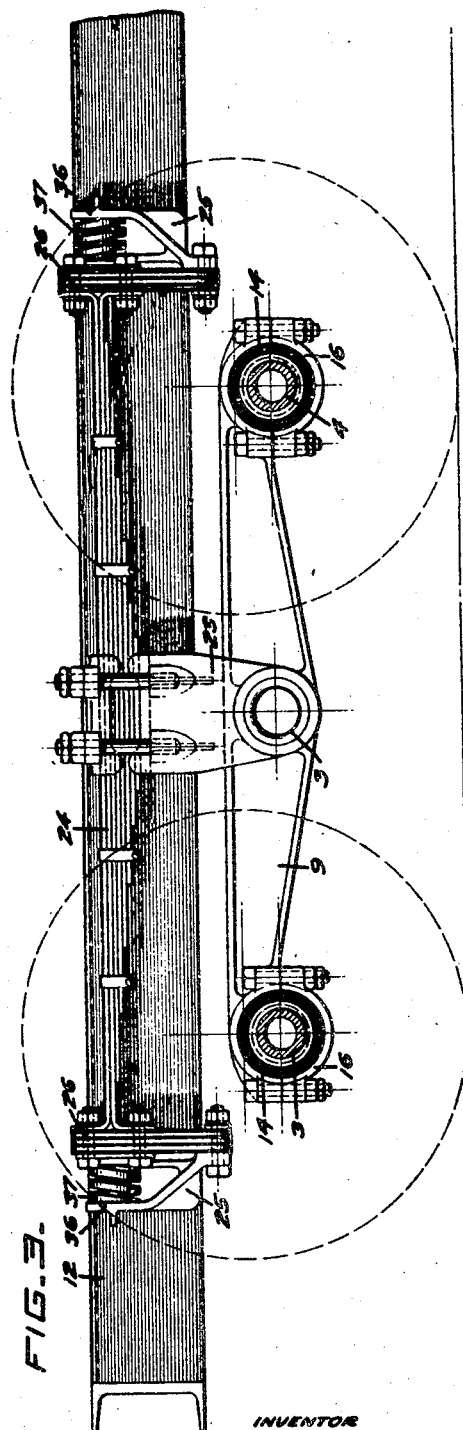
ROAD VEHICLE

Original Filed April 23, 1923 2 Sheets-Sheet 2



Electric Springs

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## UNITED STATES PATENT OFFICE.

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## ROAD VEHICLE.

Application filed April 23, 1923, Serial No. 633,867. Renewed April 7, 1928.

The invention relates to road vehicles and particularly to the running gear and spring suspension of such vehicle. The invention further relates to road vehicles having axles arranged in pairs, a pair of axles being connected together to form a truck. This construction is applicable to six-wheeled vehicles employing one four-wheeled truck and to eight-wheeled vehicles employing two four-wheeled trucks. I prefer to employ the invention in connection with an eight-wheeled vehicle having a four-wheeled front truck, the wheels of which are dirigible to steer the vehicle and a four-wheeled rear truck, the wheels of which are driven to propel the vehicle.

An object of the invention is to provide a spring suspension for a road vehicle which will produce improved riding qualities of the vehicle.

Another object of the invention is to provide a four-wheeled truck construction which will produce easy riding over rough and uneven roads.

A further object of the invention is to provide a longitudinal cushion between the truck and the vehicle frame to reduce the strain and jerks due to acceleration and deceleration.

Another object of the invention is to provide a four-wheeled truck in which the axles may move relatively bodily without producing strains in the truck frame or the vehicle frame.

A further object of the invention is to provide a four-wheeled truck construction which will minimize the transfer of road shocks from the wheels to the vehicle frame.

The invention possesses other advantageous features, some of which, with the foregoing, will be set forth at length in the following description where I shall outline in full, that form of my invention which I have selected for illustration in the drawings accompanying and forming part of the present specification. In said drawings I have shown several different embodiments of my invention, but it is to be understood that I do not limit myself to the forms shown, since the invention, as set forth in the claims, may be embodied in a plurality of other forms.

Referring to said drawings:—

Figure 1 is a vertical section of a front four-wheeled truck, taken on the line 1—1,

Fig. 2, a portion of the structure being broken away to disclose the arrangement of the connection between the bolster and one axle.

Fig. 2 is a vertical section through the truck, the left hand portion of the figure being a section taken on the line 2—2, Fig. 1, and the right hand portion of the figure being a section taken on the line 2<sup>a</sup>—2<sup>a</sup>, Fig. 1.

Fig. 3 is a vertical longitudinal section of a front truck, showing a modified form of construction.

Fig. 4 is a vertical longitudinal section of a front truck, showing a further modified form of construction.

The truck construction and spring suspension of my invention are particularly adapted for use in connection with eight-wheeled road vehicles having four front steering wheels and four rear driving wheels. In the drawings, I have shown the invention as applied to the front steering wheels, but it is to be understood that the invention is also applicable to the rear driving wheels. The truck of my invention comprises two parallel transverse axles 3—4, each axle being provided at its ends with road engaging wheels 5. These wheels may be either steering wheels or driving wheels and preferably all of the wheels are provided with brake drums 6, so that all eight wheels of the vehicle may be subjected to the braking effect. The front axles are preferably formed of a tube 7, having forged yokes 8, secured thereto at the ends, the ends of the yokes being formed to receive the pivot pin of the wheel. The tread of the wheels may be varied by varying the length of the tube 7.

The axles 3—4, comprising a truck, are connected together adjacent their ends by a longitudinally extending, rigid bolster 9, the bolsters being arranged at opposite sides of the vehicle frame 12. In traveling over roads, the two axles must be so connected that they are capable of independent movement with respect to each other, in order that the frame may be relieved of destructive strains and this movement is provided for by the connection between the axles and the ends of the bolsters. The construction is such that the respective axles are permitted to assume varying angular positions in the vertical plane, with respect to each other and are permitted a slight rotation with respect to each other. As the vehicle travels along a road,

one wheel may run over an elevation throwing one side of the axle upwardly and the connection between the bolster and the axle is such, that this action can take place without  
 5 subjecting the bolster to strains. This is accomplished by inserting a block of resilient material 14, such as rubber, between the axle and the bolster. The yoke 8, on the axle, is provided with a circumferential groove in  
 10 which the block 14 is seated and the bolster is provided on its end with a circular seat 16, which surrounds and clamps the periphery of the block. Secured to the bolster and extending into the block 14, are pins or projections 17, which prevent rotation of the  
 15 block with respect to the bolster. Extending through the axle, at right angles to the pins 17, is a pin 18, which also extends into the block 14, preventing rotation of the axle with respect to the block. Sections of the block  
 20 are thus contained in the seat 16, between the pins 17 and 18, and since the block is of resilient or conformable material, a slight rotational movement of the axle, with respect  
 25 to the bolster, is provided. The interposition of the block of conformable material, between the bolster seats 16 and the axle, also permits the axle to assume varying angular positions in the vertical plane, by deforming the blocks,  
 30 without subjecting the bolster to strain.

The bolster is pivotally supported at its center so that it may oscillate in a vertical plane as the wheels strike obstructions in the road. The pivot or stub shaft 22, on which  
 35 the bolster is mounted, is carried by a bracket 23, which is suitably secured to the center of the load carrying leaf spring 24, there being a leaf spring on each side of the frame, for each truck. To minimize the amount of motion transferred to the spring, due to vertical  
 40 movement of one axle, as when the wheels on that axle are crossing an elevation in the road, the axis of the pivot 22 is placed in a plane below the plane passing through the  
 45 axes of the wheels 5. The axis of the pivot 22 is preferably disposed in the plane of the axes of the axles at the point where they pass through the blocks 14 in the bolster seat, as is shown in Figures 3 and 4, but it is not essential that the axis of the pivot 22 be placed  
 50 that low, as long as it occurs below the plane passing through the axes of the wheels. By employing a rigid bolster 9, the distance between the two axles of the truck is kept constant, so that steering of the vehicle is not  
 55 affected adversely, due to a constantly varying difference in distance between the axles, as occurs when the axles are connected by a leaf spring.

Means are provided for flexibly connecting  
 60 the end of the leaf spring 24 with the frame 12, so that the spring may readily flex under varying loads on the vehicle. I have produced a simple and efficient form of shackle  
 65 connection between the end of the leaf spring

and the vehicle frame, which connection requires no lubrication and which is practically free from wear. The shackle connections are preferably formed of strips of fabric, such as  
 70 is used for lining brake bands, alternating with thin strips of steel, of such thickness that they are readily flexible.

Secured to the frame 12 are spaced brackets 25, to the lower ends of which are secured the flexible shackles 26, each shackle consisting  
 75 of a plurality of strips of fabric 27, alternating with strips of flexible metal 28. The ends of the spring 24 are secured to the flexible shackle 26 above the point of their connection with the bracket 25, so that a flexible  
 80 connection is provided between the ends of the springs and the bracket 25. The upper leaf 31 of the leaf spring 24 is turned upward on its ends to form flanges 33 and these  
 85 flanges are secured to the flexible shackles 26 by bolts extending through the flanges and the shackles. The ends of the next leaf 32, are turned down to form flanges 34 and these  
 90 flanges are secured to the shackles 26 by bolts passing through the flanges and the shackles. The flanges 33 and 34 lie in the same vertical plane and, due to the curvature of the bend  
 95 between the leaf and the flange, the two upper leaves of the spring are permitted a slight sliding movement with respect to each other as the flexure of the spring varies.

By hanging the frame from the end of the spring, on flexible shackles, the frame has a limited longitudinal movement with respect  
 100 to the spring, which produces cushioning movement during acceleration and deceleration of the vehicle. This swinging movement relieves the frame of strains and jolts and produces a very easy riding vehicle. To prevent this swinging movement from continuing, after it has been initiated, I provide  
 105 means for limiting the swinging movement and damping it. In the construction shown in Figure 3, I have provided the bracket 25 with backing walls 36 and between the backing  
 110 walls and the upper portions of the flexible shackles, I have inserted coiled springs 37, which are normally under slight compression. These springs 37 are alined with the  
 115 upper leaves of the leaf spring and serve to cushion the swinging movement of the leaf spring with respect to the frame.

Instead of making the bolster 9 of a casting or forging, as is shown in Figs. 1 and 3,  
 120 it may be built up of leaves, as shown in Fig. 4, the leaves being tightly clamped together so that they present a substantially rigid structure, thus preventing any material difference in distance between the axles. The  
 125 leaves 38, of which the bolster is built up, are clamped together by bolts 39, which also clamp the leaves to the housings 41 in which the block of conformable material is disposed. At their centers, the leaves 38 are  
 130 clamped to the bracket 42 by the bolts 43 and

the bracket 42 is journaled on the pin or stub shaft 44 which is carried by the bracket 45 secured to the load carrying leaf spring.

I claim:

5 1. In a road vehicle, a pair of substantially parallel axles; means interconnecting said axles comprising connections permitting universal movement of each of said axles with relation to said means; a bracket pivotally  
10 supported from the mid portion of said means; a leaf spring supported at its mid portion from said bracket; yielding connections supported from each end of said spring; and a frame supported from said yielding  
15 connections.

2. The combination as set forth in claim 1 in which said first mentioned means comprises a leaf spring.

20 3. A vehicle comprising a pair of substantially parallel axles; resilient means with the ends thereof supported from said axles by means of yielding universal connections; a member pivotally supported from the mid portion of said resilient means with its axis  
25 of movement substantially in the plane of said axles; a leaf spring supported at its mid portion from said bracket; a yielding member supported from each end of said leaf spring; and a frame supported movably with  
30 relation to said leaf spring from said yielding members.

4. The combination as set forth in claim 3 in which said resilient means comprises a pair of springs disposed on opposite sides of  
35 said axles.

5. In a road vehicle, a pair of substantially parallel axles, means interconnecting said axles, comprising connections including deformable blocks for permitting cushioned  
40 universal movement of each of said axles in relation to said means, a bracket pivotally supported from the mid-portion of said

means, a leaf spring supported at its mid-portion from said bracket, yielding connections from each end of said spring and a  
45 frame supported from said yielding connections.

6. In a road vehicle, a pair of substantially parallel axles, housings carried by each of said axles and connected thereto by means including deformable blocks so that limited  
50 cushioned universal movement of each axle relative to the housing carried thereby is permitted, springs interconnecting said axles, said springs being disposed on opposite sides  
55 of the axles and connected to said housings, a bracket pivoted to said springs between the ends thereof, the axis of the pivot being substantially in the horizontal plane that contains the axes of the axles, and resilient  
60 means interconnecting said bracket and the frame, said resilient means being flexible in a direction substantially transverse to the length of said frame and in a direction substantially endwise of said frame.

7. In a road vehicle, a pair of substantially parallel axles, means interconnecting said axles including connections to the axles having deformable blocks permitting cushioned  
65 universal movement of each of said axles with relation to said means, a bracket pivotally supported from the mid-portion of said means with the axis of the pivot lying substantially in the horizontal plane containing the axes of the axles and resilient means to  
75 interconnect said bracket and the vehicle frame comprising a spring to resist the movement of said pivot in a direction transverse to the length of the frame, and further springs to resiliently resist the movement of  
80 said bracket endwise of said frame.

In testimony whereof, I have hereunto set my hand.

ROLLIE B. FAGEOL.