

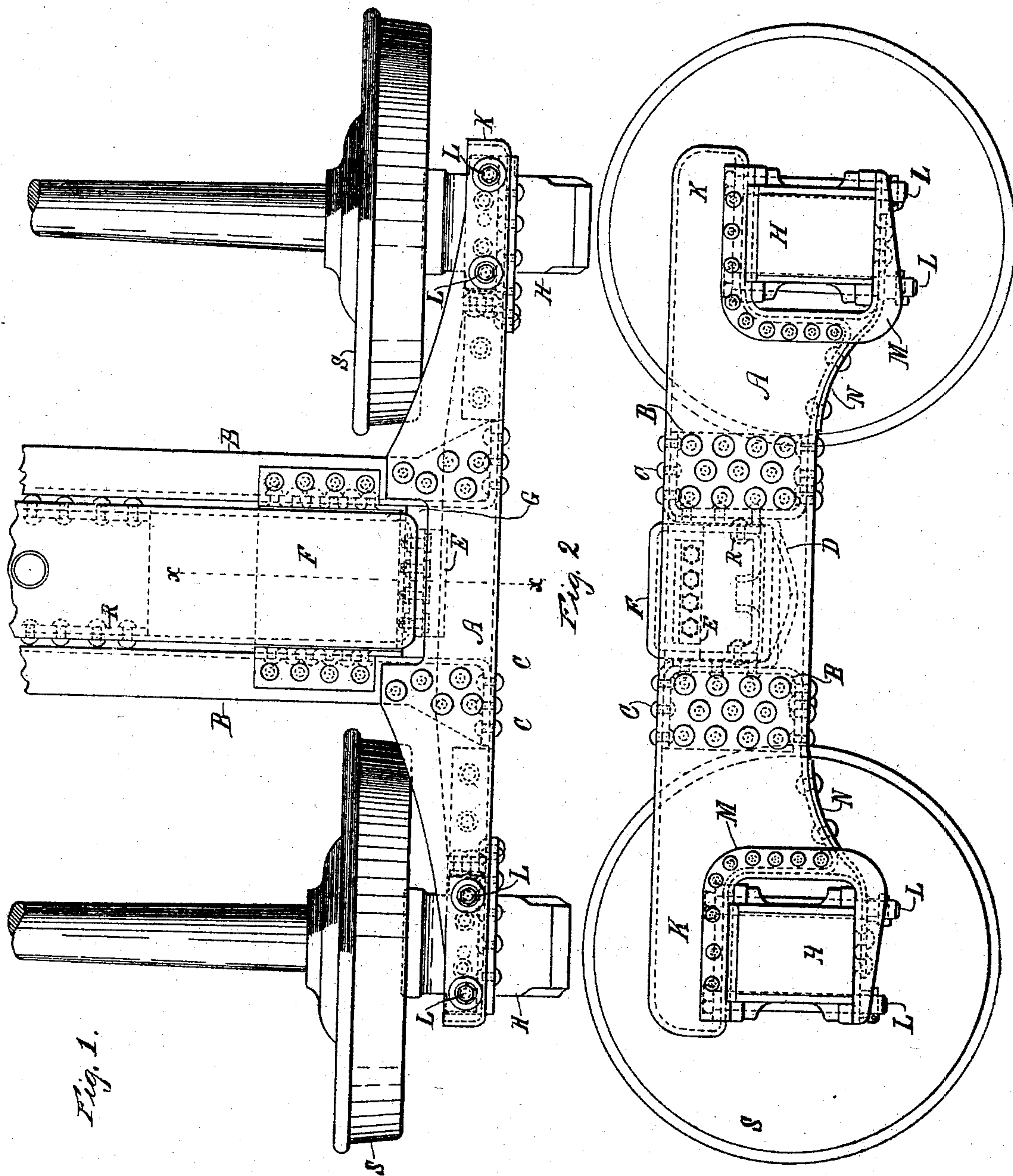
(No Model.)

D. L. BARNES.
TRUCK FRAME.

2 Sheets—Sheet 1.

No. 505,152.

Patented Sept. 19, 1893.



Witnesses
J^m. A. Pollock
C. R. Ferguson

Inventor
David L Barnes
By his Attorney *E. W. Dickerson*

(No Model.)

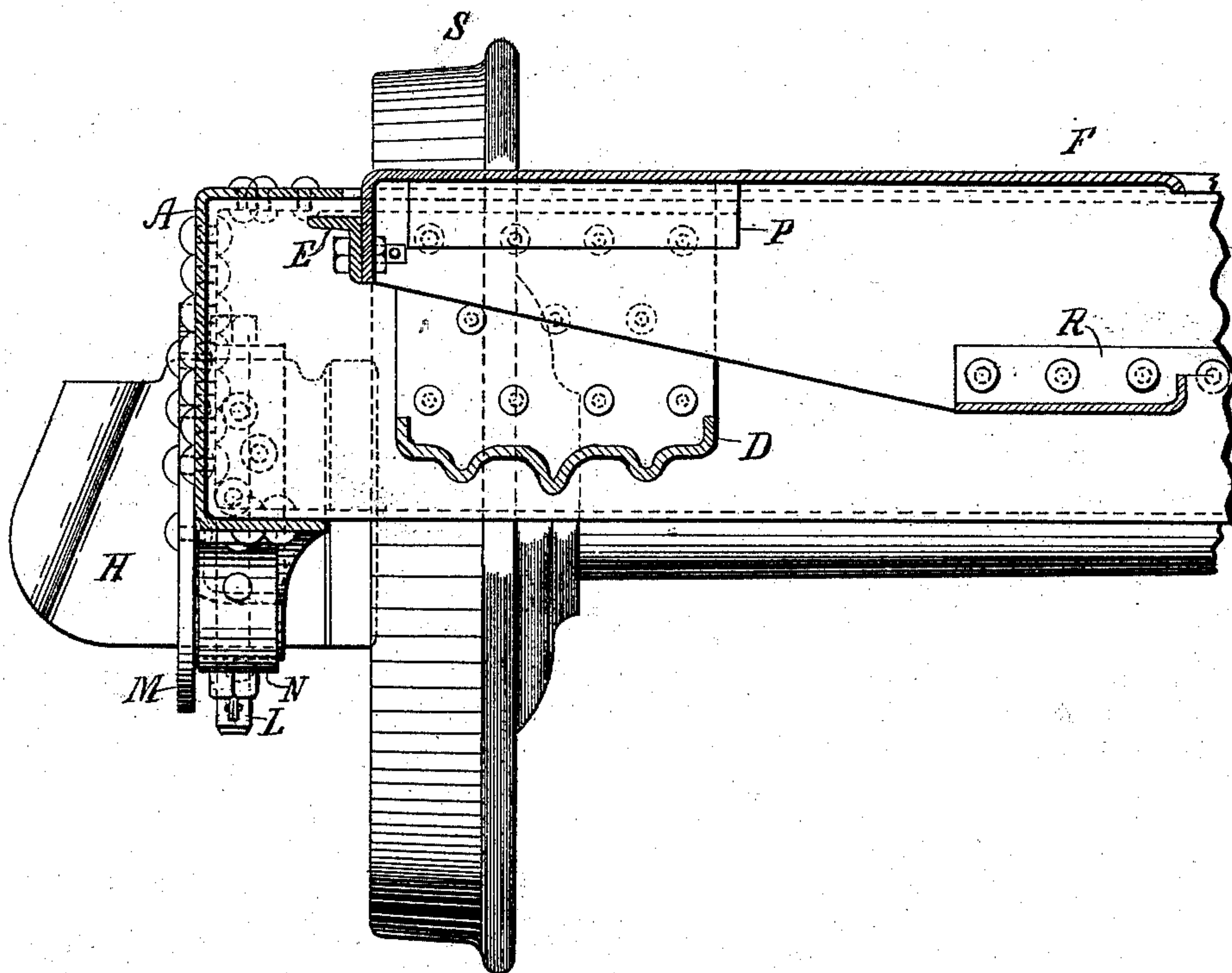
2 Sheets—Sheet 2.

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Fig. 3.



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Inventor
David L. Barnes.
By his Attorneys *E. N. Dickerson*

UNITED STATES PATENT OFFICE.

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

TRUCK-FRAME.

SPECIFICATION forming part of Letters Patent No. 505,152, dated September 19, 1893.

Application filed May 18, 1891. Serial No. 393,239. (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
5 Truck-Frames, 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 truck frames, and especially to the construction of side-frames of such trucks. The
10 parts of this truck frame are intended to be made principally of pressed steel. The pedestal jaws are arranged at right angles to their usual position. A double transom is
15 employed with a free bolster placed between the transoms. Parts of my invention may be, however, employed without the use of the whole.

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

Figure 1 represents a plan of about one-half of the truck; Fig. 2, a side elevation; and Fig. 3, a cross-section through Fig. 1 on the
line *xx*.

25 The side-frame A is made, as shown, of flanged, pressed steel having the flanges turned inward. The ends of the side-frame hold the pedestal M, which, as shown, is arranged at right angles to its ordinary position. This pedestal is slipped onto the end
30 of the frame and riveted thereto, as shown, being supported by projection K of the frame. A strap N is likewise employed riveted to the lower flange of the frame and to the lower
35 part of the pedestal. The journal-box H slides into the pedestal in the usual way, and is held in position by bolts L, which pass, likewise, through the strap N. The transoms B are likewise made of flanged, pressed
40 steel in box shape, as shown, having projections at the ends through which projections they are riveted by rivets C to the side-frames. The upper flange of the side-frame A is cut away, as shown at G, to allow of the
45 entry of a bolster at that point, while it is extended on both sides of its cut out portion to allow of the firm riveting of the transoms B. To the bolster F are bolted the angle-irons E
50 so as to hold the bolster in position in the truck in case the weight is removed from it.

The bolster is carried between a wooden block P and the spring-plate D by interposed springs not shown. The spring-plate D may be of any suitable shape, and is riveted upon the top of the transoms and carried beneath
55 the bolster. The bolster itself may have the additional strengthening parts R riveted at its center. The truck wheels are shown at S.

The special advantage of the form of horizontal pedestal shown is that by slightly
60 blocking up the side-frames the journal-boxes are readily removed.

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

1. A pressed steel side-frame for trucks
65 having an upper flange cut away at the center for the reception of a bolster, while affording the strengthening projections of said flange on both sides of the bolster, substantially as described.

2. The pressed steel side-frame A, in combination with horizontally placed pedestals attached thereto, substantially as described.

3. The combination of the side-frame A having a projecting portion K, and the pedestals M horizontally arranged thereunder,
75 substantially as described.

4. The combination of the side frames A, having their flanges recessed or cut away to receive a bolster, and extended on both sides
80 of said recesses, the transoms secured to said extensions, and the spring plate D attached to the transoms and passing beneath the bolster, substantially as set forth and for the purpose described.

5. The combination of the flanged side-frames A, bolster F and angle piece E detachably connected with the bolster, substantially as described.

6. The side-frame A, horizontally arranged
90 pedestal M and strengthening strap N attached to the pedestal and side-frame, substantially as described.

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

DAVID L. BARNES.

Witnesses:

E. A. CUSTER,
JOSEPH BOYER.