

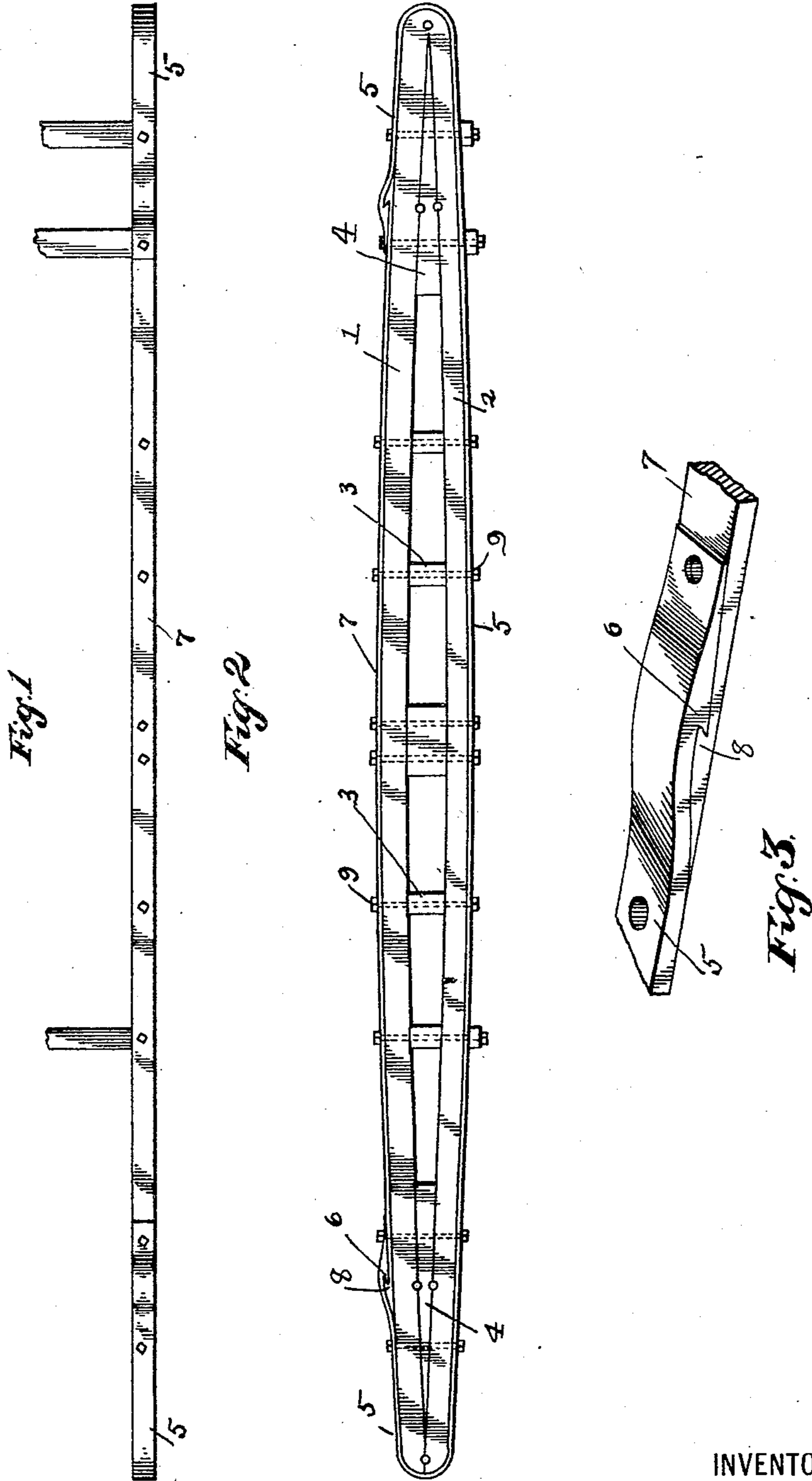
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Patented Sept. 5, 1899.

F. S. SEAGRAVE.
VEHICLE OR TRUCK SIDE FRAME.

(Application filed Apr. 28, 1898.)

(No Model.)



WITNESSES:

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VEHICLE OR TRUCK SIDE FRAME.

SPECIFICATION forming part of Letters Patent No. 632,541, dated September 5, 1899.

Application filed April 28, 1898. Serial No. 679,157. (No model.)

To all whom it may concern:

Be it known that I, FREDERIC S. SEAGRAVE, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Vehicle or Truck Side Frames, of which the following is a specification.

My invention relates to the improvement of trussed side frames for fire-department trucks and other vehicles; and the objects of my invention are to so bind together the parts of said side frames as to render them exceedingly strong and durable and in so doing to provide improved means for taking up any looseness or slack in the connection of said parts which may be occasioned by shrinkage or otherwise. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of one of said truck side frames. Fig. 2 is a side elevation of the same; and Fig. 3 is a detail view in perspective, illustrating the jointed connection of the binder ends.

Similar numerals refer to similar parts throughout the several views.

In the construction of my improved truck side frame I employ the usual upper and lower frame-sections 1 and 2, which are bowed in opposite directions and which have their end portions joined. The upper and lower frame-sections are connected at suitable intervals by struts or frame-blocks 3, and in the angles formed by the converging end portions of the said frame-sections I provide the usual wedge-shaped filling-pieces 4.

5 represents a metallic binding-strip which is secured to the under side of the lower frame-section 2 and, passing about the ends of the jointed frame-sections, extends over the end portions of the upper section 1. As indicated in the drawings, the ends of the binding-strip 5 are each provided with a slightly-bowed head, the under side of which is recessed to form a barb-hook, as indicated at 6. Upon the upper side of the upper section 1 I employ a second binding-strip section 7, the ends of which are formed with barb-shaped heads 8, which engage the hooks or barbs 6 on the ends of the binding-strip 5. The binding-sections 5 and 7, being shrunk tightly on the frame parts which they cover, are connected

with said frame parts through the medium of bolts 9, which extend, as shown, not only through the binding-strips, but through the upper and lower frame-sections and the intermediate struts.

In case of a tendency of the frame-sections to work loose and thereby impair the rigidity of the frame it is obvious that such looseness may be taken up by the removal of the binding-strips and by the shortening of the binding-strip section 7 before replacing and reengaging said strips.

It is well known that truck side frames, particularly those designed to support the weight of fire-ladders and similar apparatus, are subjected to a heavy weight and strain and that this strain, together with the natural shrinkage of the wood portions of said frame, often weakens and impairs the usefulness of the same. By the means which I have described it is obvious that not only is additional strength imparted to the frame, but that simple and reliable means are provided for taking up and compensating for any looseness of the connected parts, thus materially adding to the durability and utility of the frame.

It is evident that instead of employing the two binding-strip sections 5 and 7 the section 7 may be of sufficient length as to admit of its barb-shaped ends being engaged one with the other, if so desired.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

In a truck-frame, the combination with the upper and lower frame-sections 1 and 2 having adjoining ends and intervening struts, of a metallic binder passing about said upper and lower frame-sections and consisting of a lower metallic binding-strip which embraces the under sides and ends of the truck-frame and an upper binding-strip which is secured to the upper section of said frame, the ends of said binding-strip sections being united by a hook engagement and bolts joining the upper and lower frame-sections and said metallic strips, substantially as and for the purpose specified.

FREDERIC S. SEAGRAVE.

In presence of—

A. L. PHELPS,
EDWARD M. TAYLOR.