

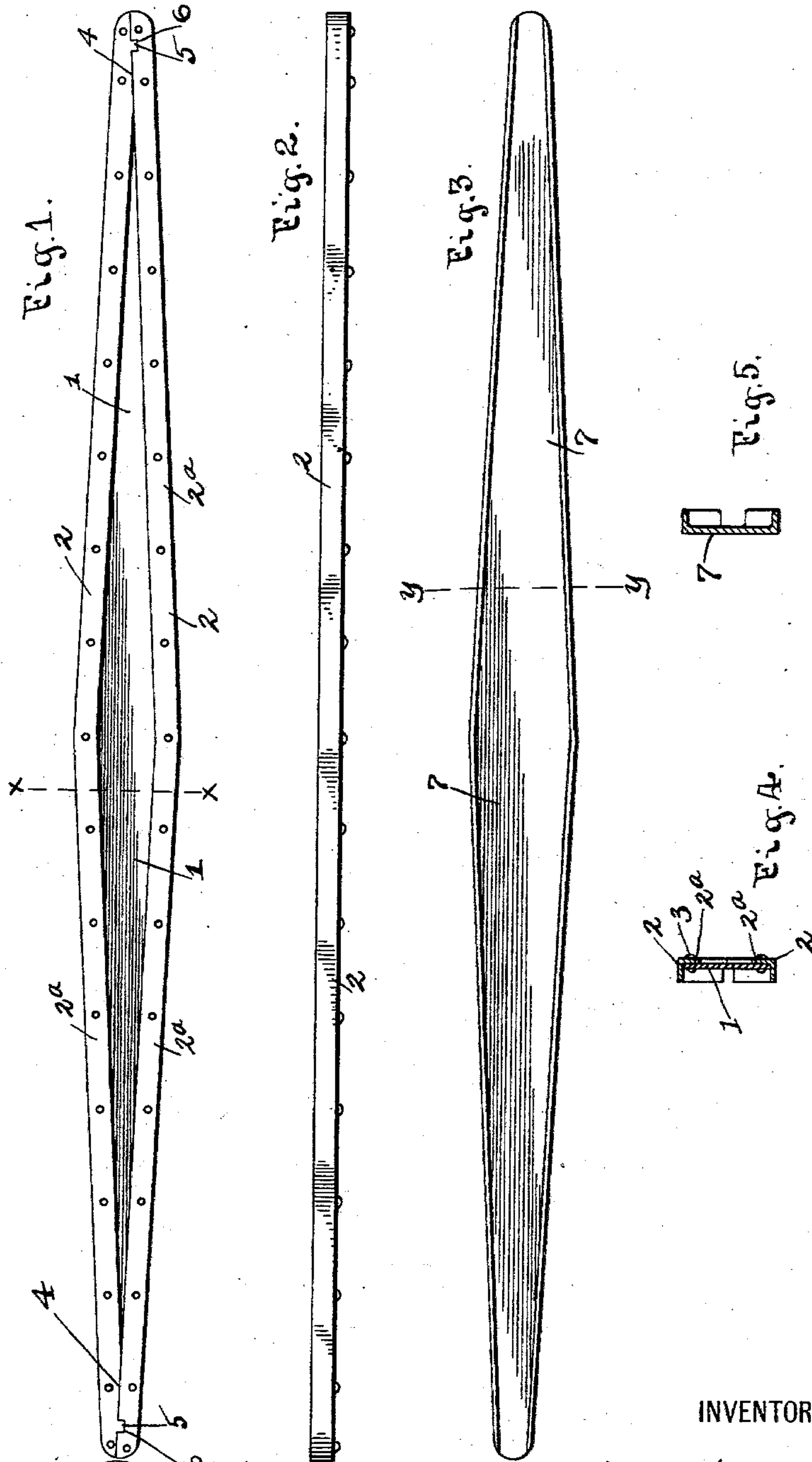
No. 743,936

PATENTED NOV. 10, 1903.

F. S. SEAGRAVE.
SIDE FRAME FOR LADDER TRUCKS.

APPLICATION FILED JUNE 7, 1901.

NO MODEL.



WITNESSES:

H. B. Bradshaw
A. L. Phelps

INVENTOR

Frederic S. Seagrave
BY
C. C. Shepherd
ATTORNEY

UNITED STATES PATENT OFFICE.

FREDERIC S. SEAGRAVE, OF COLUMBUS, OHIO.

SIDE FRAME FOR LADDER-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 743,936, dated November 10, 1903.

Application filed June 7, 1901. Serial No. 63,504. (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 Truck Side Frames, of which the following is a specification.

My invention relates to the improvement of ladder-truck side frames, and has particular relation to the construction of the sides of frames such as are employed in the construction of fire-department ladder-trucks.

The objects of my invention are to provide an exceedingly strong, rigid, and durable truck side frame of comparatively few parts and produce other improvements in details of construction which will be more fully pointed out hereinafter. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved side frame. Fig. 2 is a plan view. Fig. 3 is a side elevation showing a modified form of construction. Fig. 4 is a transverse section on line *x x* of Fig. 1, and Fig. 5 is a similar section on line *y y* of Fig. 3.

Similar numerals refer to similar parts throughout the several views.

In carrying out my invention and in order to produce the side frame of great strength and durability the same is formed entirely of metal. As indicated more clearly in Figs. 1 and 4 of the drawings, the body of the side frame consists of a metal plate 1, which tapers toward both ends from its center. United with the outer side and the upper and lower portions of said plate 1 and extending throughout the length thereof are the vertical members 2^a of angle-bars 2, the connection of said plate 1 and bar 2 being preferably formed by rivets 3. The upper angle-bar has its outer and vertical member cut away on its under sides at its end portions to produce a hori-

zontal under surface, as indicated at 4, this straight or horizontal under side having formed thereon a downwardly-projecting lug or key 5. The straight under-side portions 4 bear upon the upper sides of the corresponding end portions of the lower angle-bar, while the projections 5 enter correspondingly-shaped notches 6 in the upper side of the lower angle-bar.

Two oppositely-located sideframes, formed as above described, are adapted to be connected by suitable intervening framework and suitably mounted on a truck-body.

In Figs. 3 and 5 of the drawings I have shown a modified construction of the side frame, which consists in producing the side frame of one plate of metal, this metal plate, which is indicated at 7, being of the elongated diamond form or made to taper from its center toward its ends and being in the nature of a channel-bar, as shown.

From the construction shown and described it will be seen that an improved truck side bar is produced of great strength and durability and that the same is so formed as to insure the desired rigidity.

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

In a truck side frame, the combination with a metallic plate having its upper and lower sides converging toward its ends, of angle-bars 2 having their vertical members riveted to the upper and lower edge portions of said plate and extending throughout the length of the latter, one of said angle-bars having near each end a projection as 5 and the remaining angle-bar having recesses to receive said projections, substantially as specified.

FREDERIC S. SEAGRAVE.

In presence of—

C. C. SHEPHERD,
W. L. MORROW.