G. MERRIMAN.

FLOOR FRAME FOR RAILWAY PAVING PLANTS.

APPLICATION FILED AUG. 13, 1909.

946,907.

Patented Jan. 18, 1910.

2 SHEETS—SHEET 1.

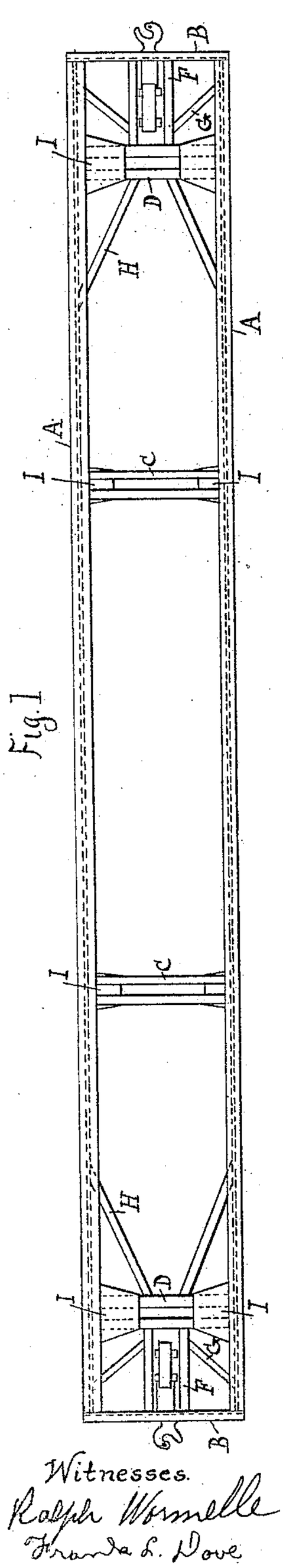

Fig. 1

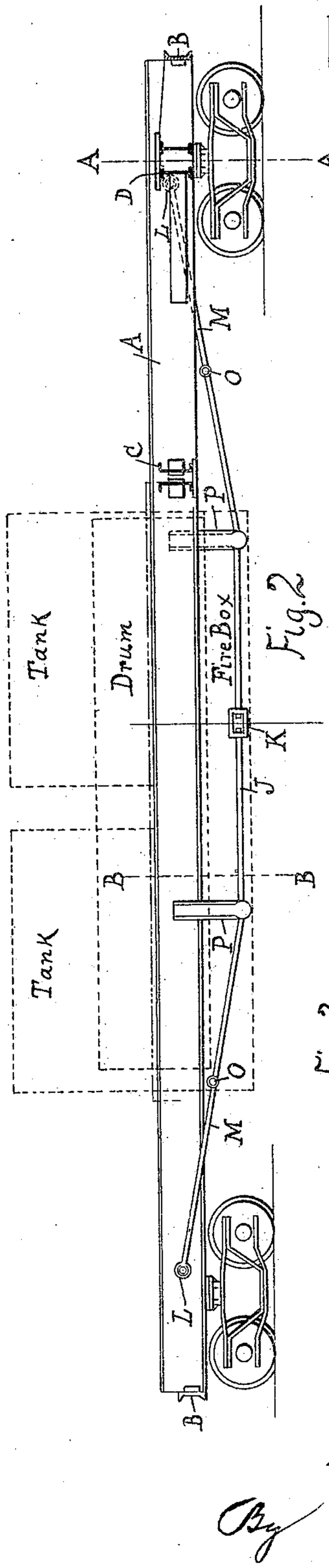

Fig. 2

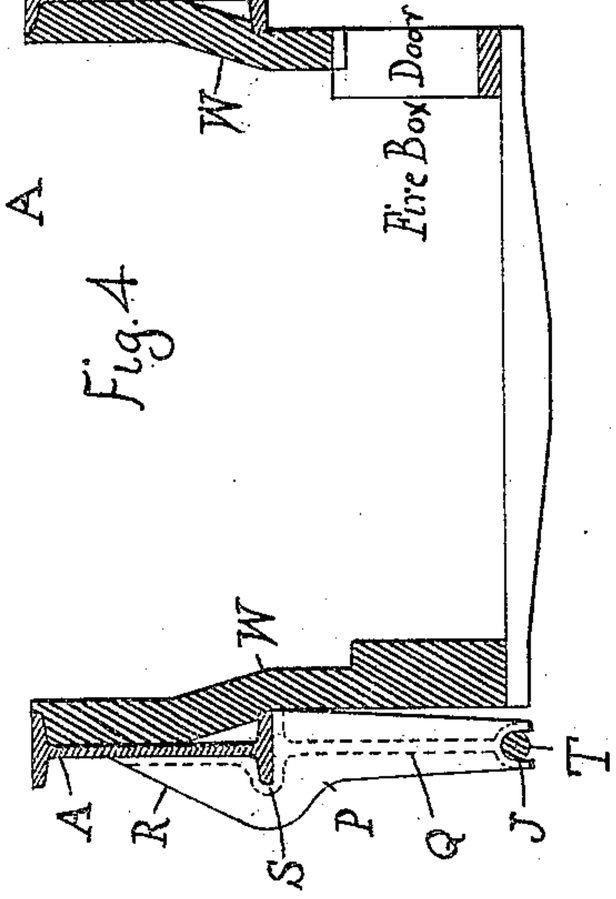

Fig. 4

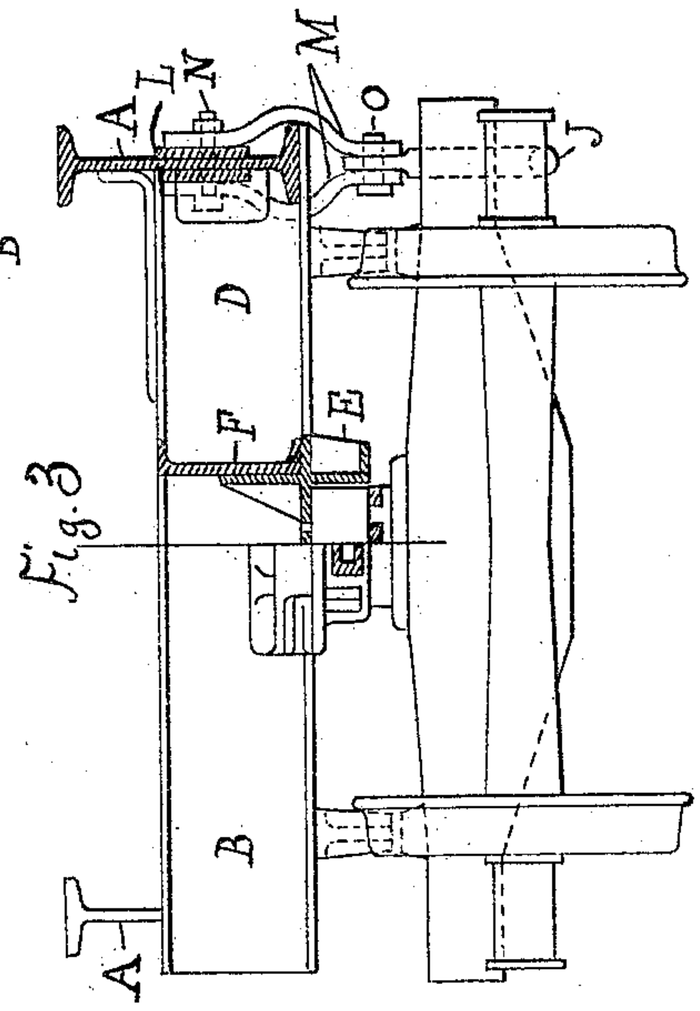

Fig. 3

Witnesses.
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2 SHEETS—SHEET 2.

Fig. 5

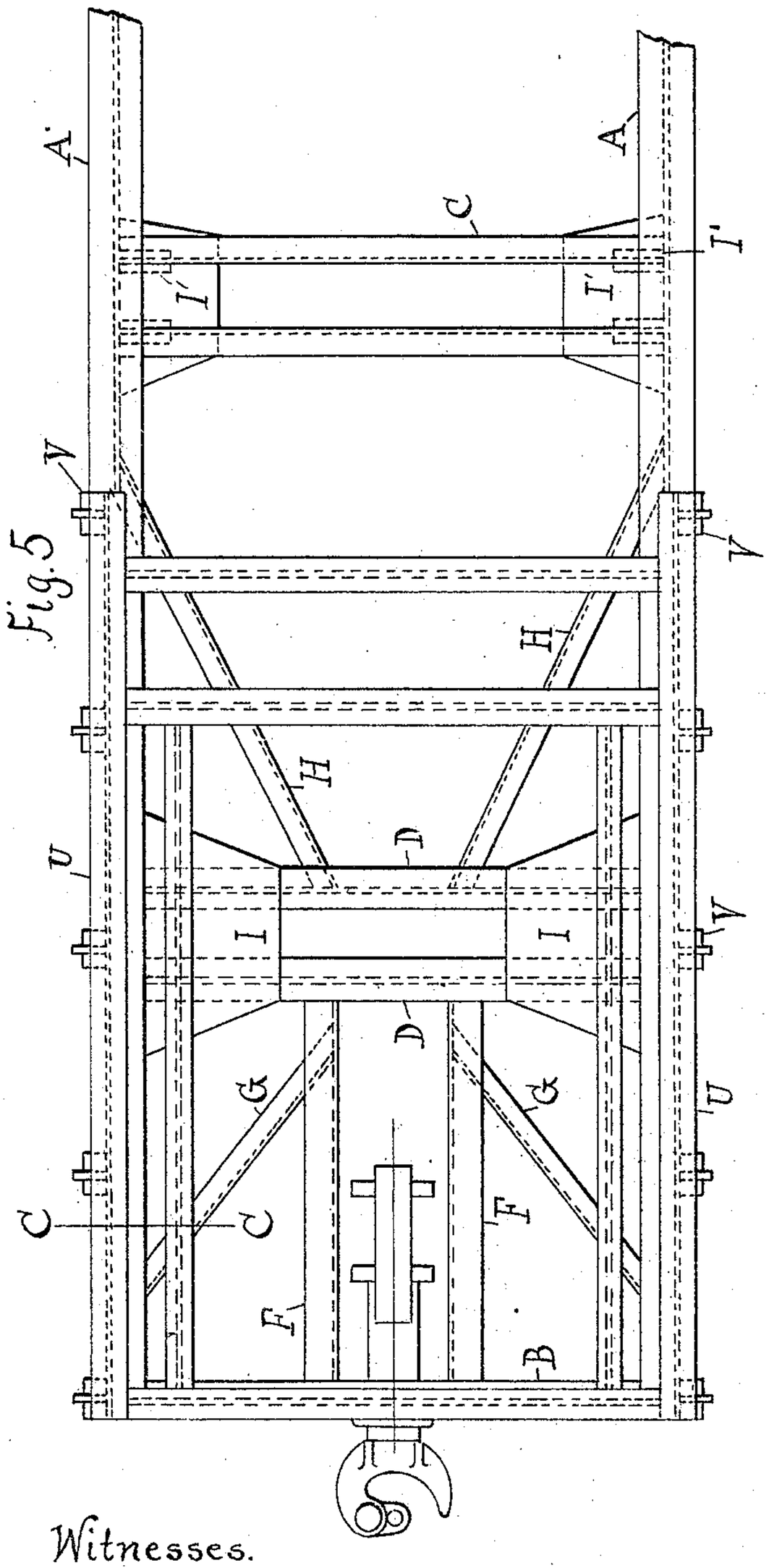


Fig. 8

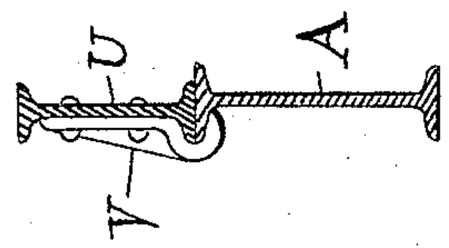


Fig. 7

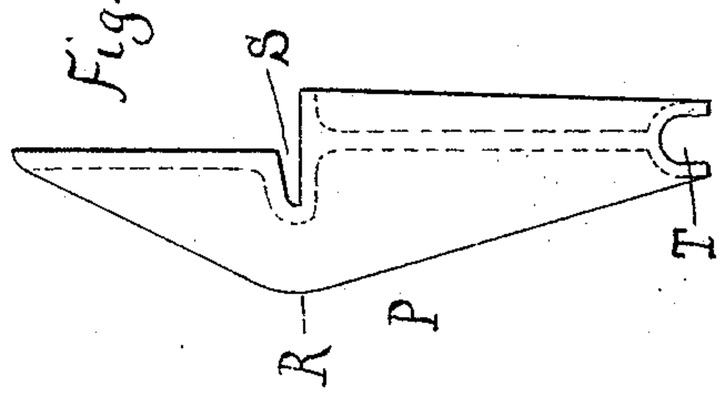
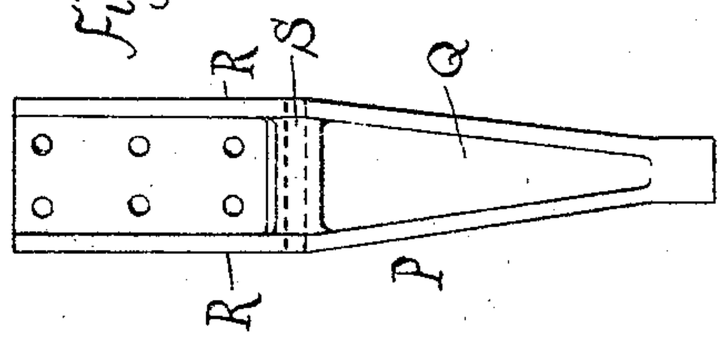


Fig. 6



Witnesses.
Ralph Wormelle
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UNITED STATES PATENT OFFICE.

GEORGE MERRIMAN, OF TOLEDO, OHIO.

FLOOR-FRAME FOR RAILWAY PAVING PLANTS.

946,907. Specification of Letters Patent. Patented Jan. 18, 1910.

Application filed August 13, 1909. Serial No. 512,702.

To all whom it may concern:

Be it known that I, GEORGE MERRIMAN, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Floor-Frames for Railway Paving Plants, of which the following is a specification.

My invention relates to the underframe for a railway paving plant, and the object is the provision of a frame which shall especially be adapted to receive and support a revolving drum, tanks, a movable platform, a fire box, and other apparatus employed in operating the plant.

The invention consists in certain novelties of construction and combinations of parts hereinafter set forth and pointed out in the claims.

The accompanying drawings illustrate an example of the physical embodiment of the invention constructed according to the best mode I have so far devised for the application of the principle.

Figure 1 is a top plan view of the frame. Fig. 2 is a side elevation of Fig. 1 with one-half thereof in vertical section. Fig. 3 is a half end elevation and a half section on line A—A of Fig. 2. Fig. 4 is a section of Fig. 2 on line B—B. Fig. 5 is a top plan view of one end of the frame showing the movable platform in place. Figs. 6 and 7 show one of the truss rod chairs. Fig. 8 is a section on line C—C of Fig. 5, part of the movable platform being omitted.

Referring to the several figures, the letter A designates the longitudinal sills, in this instance consisting of 24″ I-beams; B, the end sills of 15″ channel beams; C, two cross frame ties of 15″ channel beams; D, two 15″ I beam body bolsters; E, the upper member of the center plate; F, 15″ channel beams extending from the body bolster to the end sill at each end of the frame; G, oblique braces in front of the body bolster and consisting of 8″ channel beams; H, oblique braces at the rear of the body bolster; I, gusset plates for the cross frame tie pieces and body bolsters, the same in practice being riveted to the cross pieces and the longitudinal sills in a well known manner; I′ connection angles shown in detail by Fig. 5; J, truss rods; K, turn buckles; L, two metallic disks riveted to the webs of the longitudinal I beams and upon the inside and outside surfaces, the said disks and the webs of the sill being perforated to receive a bolt; M, two eye bars each being bent so as to pass outside the lower flanges of the longitudinal sill as shown in Fig. 3; N, a pin or bolt; O, a pin uniting the truss rod and eye bars; P, truss rod chairs; Q, the webs of the chairs; R, the flanges of the chairs; S, the seat for the flange of the I-beam; T, a seat at the end of the chair for a truss rod; U, the movable platform made of metallic I-beams united by connection angles in a well known manner; V, guide lugs secured to the movable platform and hooking over the outer top flanges of the longitudinal sills, and W designates the fire brick of the furnace.

In Fig. 2 there are indicated in dotted lines two tanks, the revolving drum which is supported by the two cross frame ties C, and the fire box. In practice the movable platform is located at the left of the tank, and the additional apparatus used in operating the device is located upon the opposite end of the frame.

It will be observed that the top flanges and part of the webs of the longitudinal sills are located in a horizontal plane above the cross frame tie pieces and the body bolsters; that there is an open space between the sills and the cross frame ties whereby the revolving drum and fire box may be located between the sills and near the track; that diagonal braces are provided each side of the body bolster so that the strains of drawing and buffing, at first taken by the draft beams F F, will be transmitted to the longitudinal sills; and that the platform may be moved longitudinally relative to the sills so that the end of the same may project beyond the end sill. As thus constructed the frame is specially adapted to receive and support the apparatus constituting the operative parts of the paving plant.

What I claim is:—

1. An underframe comprising the longitudinal I-beam side sills; the flanged metallic beam cross frame ties, end sills, body bolsters and oblique braces; and a truss rod beneath each side sill; the top flanges and parts of the webs of the said side sills being located in a horizontal plane above the plane of the end sills, cross ties, body bolsters, and oblique braces; an open space being provided between the cross ties and side sills

for receiving a revolving drum and fire box.

2. The combination with an underframe and with the longitudinal flanged metallic sills, of the truss rods J, eye bars M arranged in pairs, and the truss chairs; two ends of each pair of bars M being secured to the web of a sill by a bolt N, and said web being strengthened by a washer L riveted to the web of the said sill.

3. A truss rod chair having a web, flanges, a seat at one end for a truss rod, and a seat S intermediate its ends to receive the flange of a sill.

4. The combination with an underframe and with the longitudinal flanged sills, of the truss rods J, the eye bars M bent outwardly to pass around the lower flange of a flanged sill and each secured to a truss rod at one end and at the other end to the web of a flanged metallic sill; and truss rod chairs.

5. The combination with a frame consisting of flanged longitudinal side sills A spaced apart, body bolsters, and end sills, of cross frame ties located between the body bolsters and spaced apart to provide an open space between said cross frame ties and side sills to receive a drum and fire box located within said open space; and truss rods in connection with the side sills to aid in supporting the apparatus located within said open space.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE MERRIMAN.

Witnesses:
H. J. Smith,
Isaac C. Burge.