

J. M. HORTON.
SIDE FRAME FOR RAILROAD TRUCKS.
APPLICATION FILED MAY 28, 1914.

1,121,726.

Patented Dec. 22, 1914.

Fig. 1.

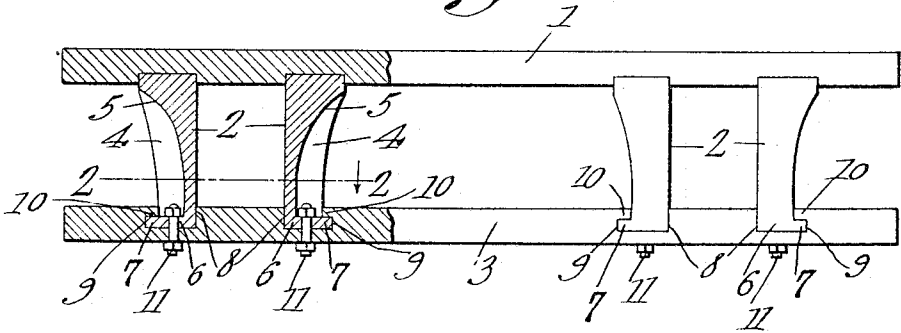


Fig. 2.

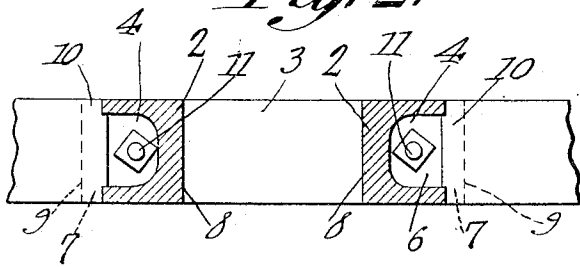
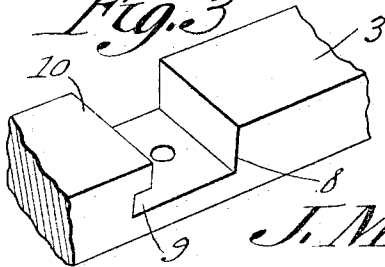


Fig. 3.



Witnesses

J. R. Dineen
S. Wilcox

J. M. Horton

Inventor

by

C. A. Snow & Co.

Attorneys

UNITED STATES PATENT OFFICE.

JAMES M. HORTON, OF MARSHALL, TEXAS.

SIDE FRAME FOR RAILROAD-TRUCKS.

1,121,726.

Specification of Letters Patent.

Patented Dec. 22, 1914.

Application filed May 28, 1914. Serial No. 841,582.

To all whom it may concern:

Be it known that I, JAMES M. HORTON, a citizen of the United States, residing at Marshall, in the county of Harrison and State of Texas, have invented a new and useful Side Frame for Railroad-Trucks, of which the following is a specification.

The present invention appertains generally to car and locomotive trucks and aims to provide a novel and improved side frame for such trucks.

The present invention contemplates the provision of unique means for interlocking the lower ends of the guide members or sections of the journal box pedestals and the binder or tie bar, whereby the pedestal guide members and the binder or tie bar may be effectively locked together, to prevent the accidental detachment of the binder or tie bar.

It is also within the scope of the present invention to provide a device of the nature indicated, which will be simple, non-encumbering and inexpensive in construction, as well as being convenient, practical and efficient in its use.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

The invention has been illustrated in its preferred embodiment in the accompanying drawing, wherein:—

Figure 1 is a side elevation of the improved side frame, portions being shown in section. Fig. 2 is an enlarged sectional detail taken on the line 2—2 of Fig. 1. Fig. 3 is a fragmental perspective view of the binder or tie bar illustrating one of the recesses or slots therein.

In the drawing, the numeral 1 designates the usual upper bar of the side frame of a truck, to which the upper ends of the pedestals are attached. As illustrated, a pair of pedestals are attached to the upper bar 1, each of the pedestals embodying a pair of depending guide members 2 adapted to slidably receive the journal box therebetween

and having their upper ends secured in any suitable manner to the bar 1. The binder or tie bar 3 is attached to the lower or free ends of the guide members 2 of the pedestals in a peculiar manner, as will presently appear.

The remote sides of the guide members 2 of each pedestal are provided with longitudinal channels or recesses 4, the upper ends of which preferably merge into the remote sides of the guide members adjacent their upper ends, as at 5. The guide members 2 may thus be said to be channel-shaped with their backs disposed toward each other for the engagement of the journal box. The lower ends of the guide members 2 of each shaft are provided with webs 6 closing the lower ends of the channels 4, the webs 6 having their free ends protruding to form transverse lips or tongues 7. The tongues or lips 7 project beyond the remote sides of the guide members to interlock with the binder or tie bar 3 as will hereinafter appear.

The binder or tie bar 3 is provided with two pairs of upper transverse recesses or slots 8 adapted to receive or accommodate the lower ends of the guide members 2 of the two pairs. The recesses or slots 8 of each pair are provided at their remote sides with undercut grooves 9 providing overhanging lips 10. The recesses or channels 8 are arranged to receive the lower ends of the respective guide members 2 by a transverse movement of the binder or lower bar 3 relative to the guide or pedestal members 2, the lips or tongues 7 of the guide members 2 engaging under the lips 10 of the binder or tie bar, as clearly seen in Fig. 1. When the guide members and binder are thus assembled the binder will be locked against longitudinal and vertical movements relative to the pedestals, and can only be applied and removed by a transverse movement of the binder relative to the pedestals.

In order to hold the binder or tie bar 3 in engagement with the lower ends of the guide or pedestal members 2, bolts or other securing members 11 are engaged through the binder at the bottoms of the recesses or slots 8 and are engaged through the webs 6 at the lower ends of the guide members 2, whereby the guide members and binder may be locked against transverse movements relative to each other. It is to be noted that

the channels 4 of the guide members are arranged to receive the upper ends of the bolts or securing members 11.

In practice, assuming the binder or tie bar 3 to be detached, the journal boxes (not shown) may be readily applied to the pedestals between the guide members 2 thereof, as usual. Then, the binder or the bar 2 may be slipped transversely into engagement with the lower ends of the guide members 2, whereby the lower ends of the guide members and binder will be interlocked to hold the guide members 2 rigid. The bolts 11 may be applied to prevent the transverse displacement of the binder or tie bar, and to assist in holding the pedestals and binder against relative movements in any direction.

The present side frame provides a simple and efficient device for the intended purposes and is thoroughly practical, particular attention being directed to the fact that the binder or tie bar 3 may not only be conveniently applied to the guide members 2, but in the event of the bolts 11 becoming broken or lost, the tie bar will not drop from the guide members 2, resulting in a wreck, or other accident.

From the foregoing, the advantages or attributes, as well as the capabilities, of the present invention will be obvious to those skilled in the art, without further comment being necessary.

Having thus described the invention, what is claimed as new is:—

1. A truck side frame including guide members, and a binder for the free ends thereof, the free ends of the guide members and binder having portions adapted to interlock by transverse movement of the guide member and binder relative to each other.

2. A truck side frame including guide members, a binder for the free ends thereof, the free ends of the guide members and binder having portions adapted to interlock by transverse movement of the guide members and binder relative to each other, and securing means engageable through the said portions of the guide members and binder to hold the guide members and binder against relative transverse movement.

3. A truck side frame including guide members, and a binder for the free ends thereof, the binder and free ends of the guide members having transverse grooves

and tongues adapted to interlock by a transverse movement of the guide members and binder relative to one another.

4. A truck side frame including guide members, a binder for the free ends thereof, the binder and the free ends of the guide members having interlockable transverse grooves and tongues, and securing members engageable through the interlockable portions of the guide members and binder to hold them against relative transverse movements.

5. A truck side frame including guide members having transverse tongues at their free ends, and a binder having transverse recesses to receive the free ends of the guide members, and the said recesses having transverse undercut grooves to receive the said tongues.

6. A truck side frame including guide members having recesses in certain sides and webs at their free ends closing the ends of the said recesses, a binder, the binder and free ends of the guide members having portions to interlock by relative transverse movements, and securing members engaged through the binder and the said webs.

7. A truck side frame including guide members having recesses in certain of their sides and having webs at their free ends closing the ends of the said recesses, a binder, the binder and free ends of the guide members having transverse interlockable grooves and tongues, and securing members engageable through the binder and the said webs.

8. A truck side frame including guide members having recesses in certain of their sides and webs at their free ends closing the ends of the said recesses, the webs having transverse tongues projecting therefrom, a binder having transverse recesses to receive the free ends of the guide members, the said recesses having undercut grooves to receive the said tongues, and securing members engageable through the binder and the said webs.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JAMES M. HORTON.

Witnesses:

B. C. McCULLAR,
JNO. W. SCOTT.