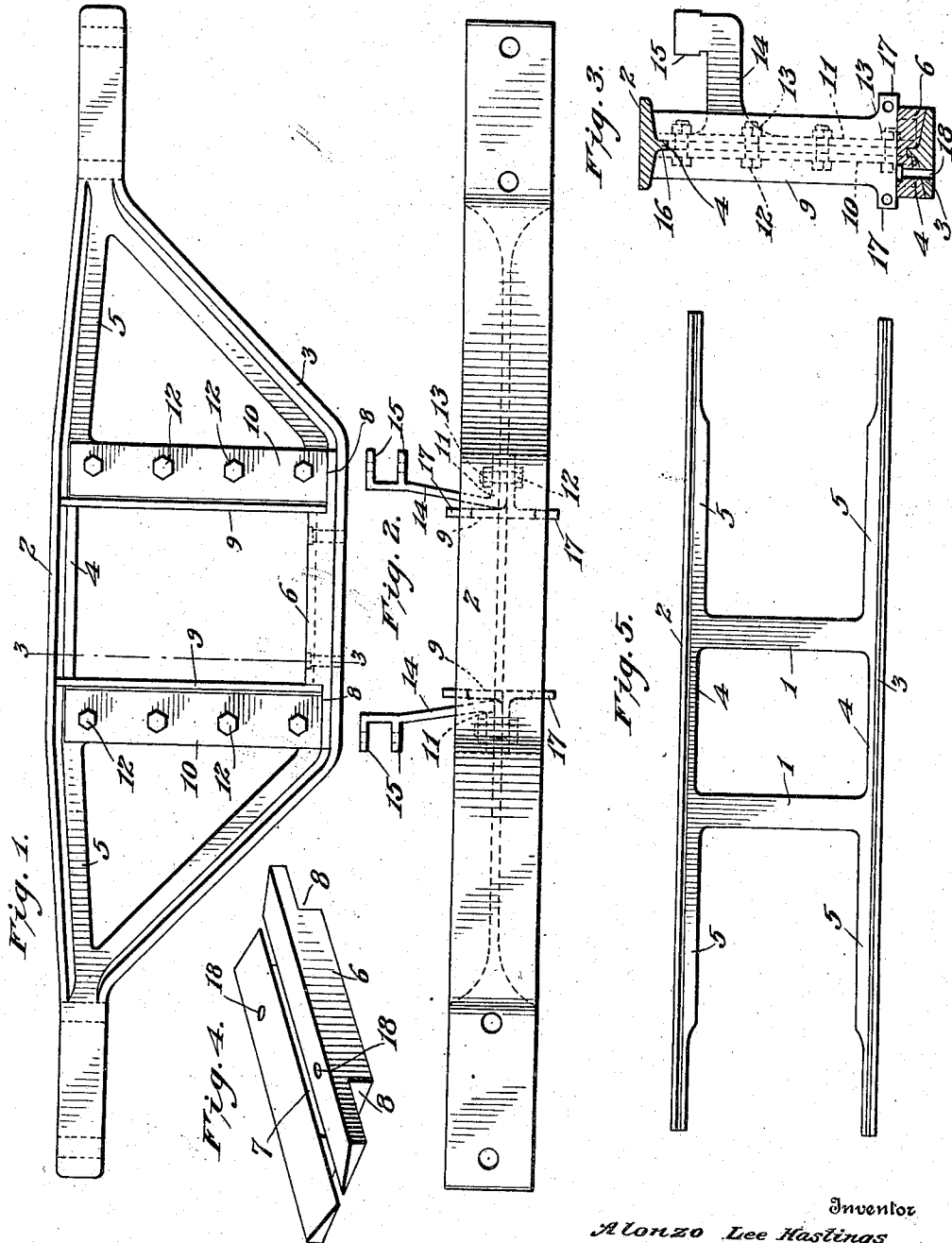


A. L. HASTINGS.
TRUCK FRAME.
APPLICATION FILED DEC. 2, 1908.

936,626.

Patented Oct. 12, 1909.



Inventor

Alonzo Lee Hastings

By

Joshua R. Potts.

Attorney

Witnesses

M. C. Lyddane
J. A. L. Mulhall.

UNITED STATES PATENT OFFICE.

ALONZO LEE HASTINGS, OF PHILADELPHIA, PENNSYLVANIA.

TRUCK-FRAME.

936,626.

Specification of Letters Patent.

Patented Oct. 12, 1909.

Application filed December 2, 1908. Serial No. 465,734.

To all whom it may concern:

Be it known that I, ALONZO LEE HASTINGS, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Truck-Frames, of which the following is a specification.

My invention relates to an improved truck frame, the object of the invention being to provide a frame of maximum strength, of great simplicity in construction and composed entirely of rolled steel.

A further object is to provide an improved truck frame, the body or main portion of which is made from an I-beam stamped out, and bent into the desired shape.

With these and other objects in view the invention consists in certain novel features of construction, and combinations and arrangements of parts as will be more fully hereinafter described and pointed out in the claims.

In the accompanying drawings, Figure 1, is a view in side elevation illustrating my improvements. Fig. 2, is a top plan view. Fig. 3, is a view in section on the line 3—3 of Fig. 1. Fig. 4, is a perspective view of the bottom portion of the block 6, and Fig. 5, is a view in elevation showing the manner of cutting out an I-beam to form a frame.

My improved truck frame may be made from an ordinary I-beam, which is cut out or stamped, as shown in Fig. 5, in which 1, 1, indicate narrow connecting webs between the upper and lower flanges 2 and 3 respectively, and 4 and 5 respectively indicate the web portions at the upper and lower flanges between the webs 1, 1, and at the sides thereof. The ends of the I-beam are bent together and securely welded forming a frame of the shape shown in Fig. 1.

6 represents a block constituting a spring-plank seat. This block is shaped on its lower face to fit against the inclined upper face of the lower flange 3, and has a central groove 7 to receive the lower web 4. The ends of the block are bifurcated to straddle webs 1, 1, and are provided with angular recesses 8 at the ends of the block for a purpose which will more fully hereinafter appear.

To provide chafing plates, I employ T-irons 9, having the longitudinal web 10 thereof located slightly to one side of the center of the main or cross web 9, so that when the web

10 is secured against the web 1, the cross web 9 will project an equal distance from both sides of the web 1.

To the sides of the web 1 on the faces opposite to that covered by webs 10, angle bars 11 are located, and these bars 11 and the webs 10 project into the recesses 8 in blocks 6, and when they are secured to webs 1, by bolts 12 and nuts 13, the blocks 6 will be securely held in position. The bars 11 are made with inwardly projecting arms 14 disposed at an angle to the chafing plates 9, and are made at their free ends with parallel perforated ears 15 constituting bracket supports for the brake-beams, not shown.

To enable the chafing plates to fit snugly, they are notched at their upper and lower ends as shown at 16, to receive the webs 4, and as the lower ends of these chafing plates are seated within the recesses 8 of block 6 and against the shoulders formed by said recesses, the block 6 is not only securely held on the lower flange 3, but is also prevented from any longitudinal movement. The extreme lower ends of the chafing plates are provided with outwardly projecting perforated ears 17 to which the spring-plank, not shown, is to be secured. Bolt openings 18 are provided in block 6 and lower web 3 to receive bolts for the attachment of the bottom tie-bar.

I might construct my improved frame in various ways, as for instance, it might be made by drop forging, and hence do not restrict myself to the particular construction set forth, but consider myself at liberty to make such changes and alterations as fairly fall within the spirit and scope of my invention.

Having thus described my invention what I claim as new and desire to secure by Letters Patent is:

1. A truck frame comprising an I-beam having recesses or openings in the web portions of said beam, and the ends of said beam bent together and secured together, substantially as set forth.

2. A truck frame comprising a beam having recesses or openings in the web portions of said beam, leaving connecting web portions between said openings or recesses, and the ends of said beams bent together and secured together, substantially as set forth.

3. A truck frame comprising upper and lower flanges and narrow webs connecting them, a block constituting a spring-plank

seat located between said webs, and beams secured to said webs and bearing on the block securing the latter to the frame, substantially as set forth.

5 4. A truck frame comprising upper and lower cross flanges, narrow webs connecting the flanges, T-beams secured to said webs and constituting chafing plates.

10 5. A truck frame comprising upper and lower flanges and narrow webs connecting them, a block constituting a spring-plank seat bifurcated at its ends and straddling said webs, T-beams secured to said webs and located in recesses in the block, securing the

15 latter to the frame.

6. A truck frame comprising top and bottom flanges, narrow webs connecting the flanges, T-beams secured to the webs and projecting an equal distance on both sides

thereof, bars secured to said webs, arms on said bars disposed at an incline to the T-beams, and brake beam supporting brackets on said arms. 20

7. A truck frame having a central opening and webs at the sides of said opening, T-beam chafing plates located within the opening and secured to said webs, and perforated ears on the lower ends of the chafing plates at both side edges thereof, adapted for the attachment of a spring-plank. 25 30

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

ALONZO LEE HASTINGS.

Witnesses:

S. W. FOSTER,

J. A. L. MULHALL.