

(No Model.)

C. J. O'REILLY.
LOCOMOTIVE FRAME.

No. 579,602.

Patented Mar. 30, 1897.

Fig. 1.

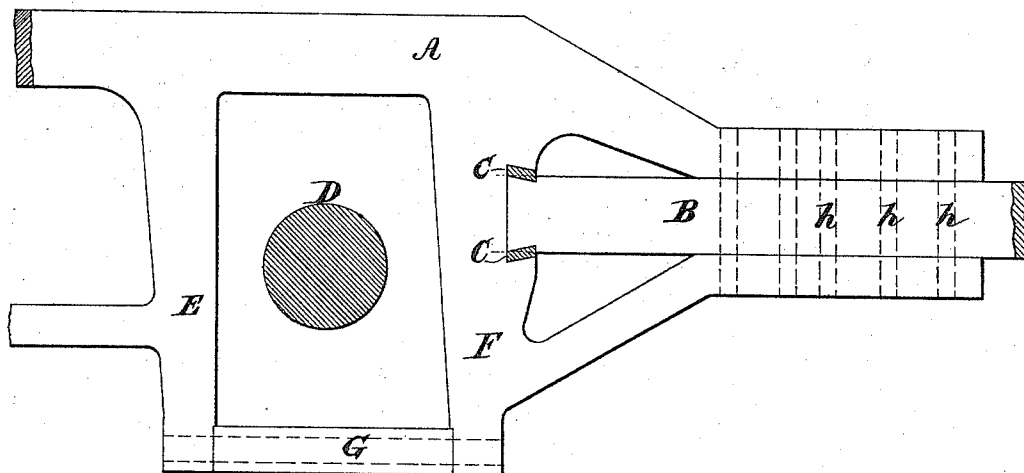
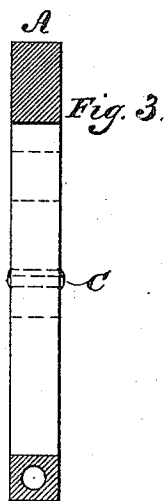
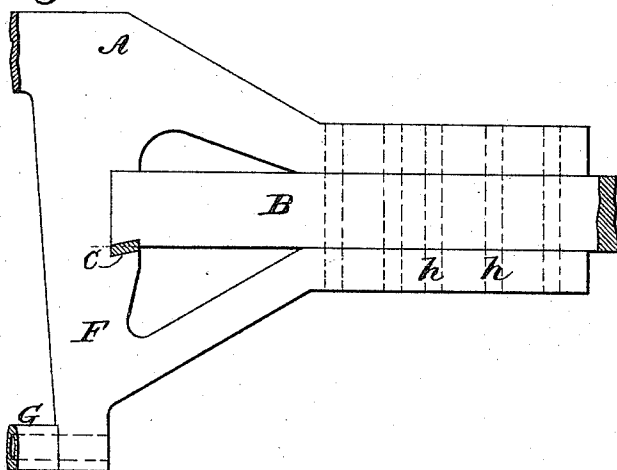


Fig. 2.



Witnesses:
Charles C. Garland
Charles T. Means

Inventor:
C. J. O'Reilly

UNITED STATES PATENT OFFICE.

CORNELIUS J. O'REILLY, OF MANCHESTER, NEW HAMPSHIRE.

LOCOMOTIVE-FRAME.

SPECIFICATION forming part of Letters Patent No. 579,602, dated March 30, 1897.

Application filed January 16, 1897. Serial No. 619,502. (No model.)

To all whom it may concern:

Be it known that I, CORNELIUS J. O'REILLY, a citizen of the United States, residing at Manchester, in the county of Hillsborough and State of New Hampshire, have invented a new and strong Locomotive-Engine Frame, of which the following is a specification.

My invention consists of an improved method of fastening the locomotive main frame and locomotive-frame front together; and the object of my improvement is the binding together of these two parts in such a manner that they will become to all intents and purposes one piece, and not be liable to fall apart by vibration and the shearing off of the horizontal bolts, as is the case on ordinary locomotive-frames, and to save the expense of welding feet on end of frame-front, top and bottom, by which frame-front has heretofore been bolted to main frame by two horizontal bolts, in conjunction with vertical bolts *h*. These objects are attained by me in the manner shown on the accompanying drawings, in which—

Figure 1 is an elevation of the frame and frame-front where they join. Fig. 2 is the same curtailed; and Fig. 3 is a cross-section of the same, showing key C slightly riveted over.

A is the main frame, and B is the frame-front.

C C are keys.

D is the forward axle of driving-wheels.

E and F are the pedestals of frame, and G is the thimble of frame.

h h h are bolts which, in conjunction with keys C C, hold main frame and frame-front together.

The method generally employed prior to my invention in binding frame-front B to main-frame pedestal F consisted in welding a foot on B, top and bottom, where keys C C are now shown, and binding same to pedestal F by a bolt through each foot and through pedestal horizontally.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination in a locomotive-engine frame of a dovetailed slot in either or both top or bottom of plain end of frame-front B, by which it is keyed into pedestal F of main frame by key or keys C substantially as shown.

2. In a locomotive-engine frame the combination of frame-front B bound to main frame by key or keys C in conjunction with vertical bolts *h*, all substantially as set forth.

CORNELIUS J. O'REILLY.

Witnesses:

THOMAS FLYNN,
CHARLES T. MEANS.