L. D. SHRYOCK.

ADJUSTABLE BOILER MOUNTING.

APPLICATION FILED JUNE 17, 1908.

1,015,592.

Patented Jan. 23, 1912.

2 SHEETS—SHEET 1.

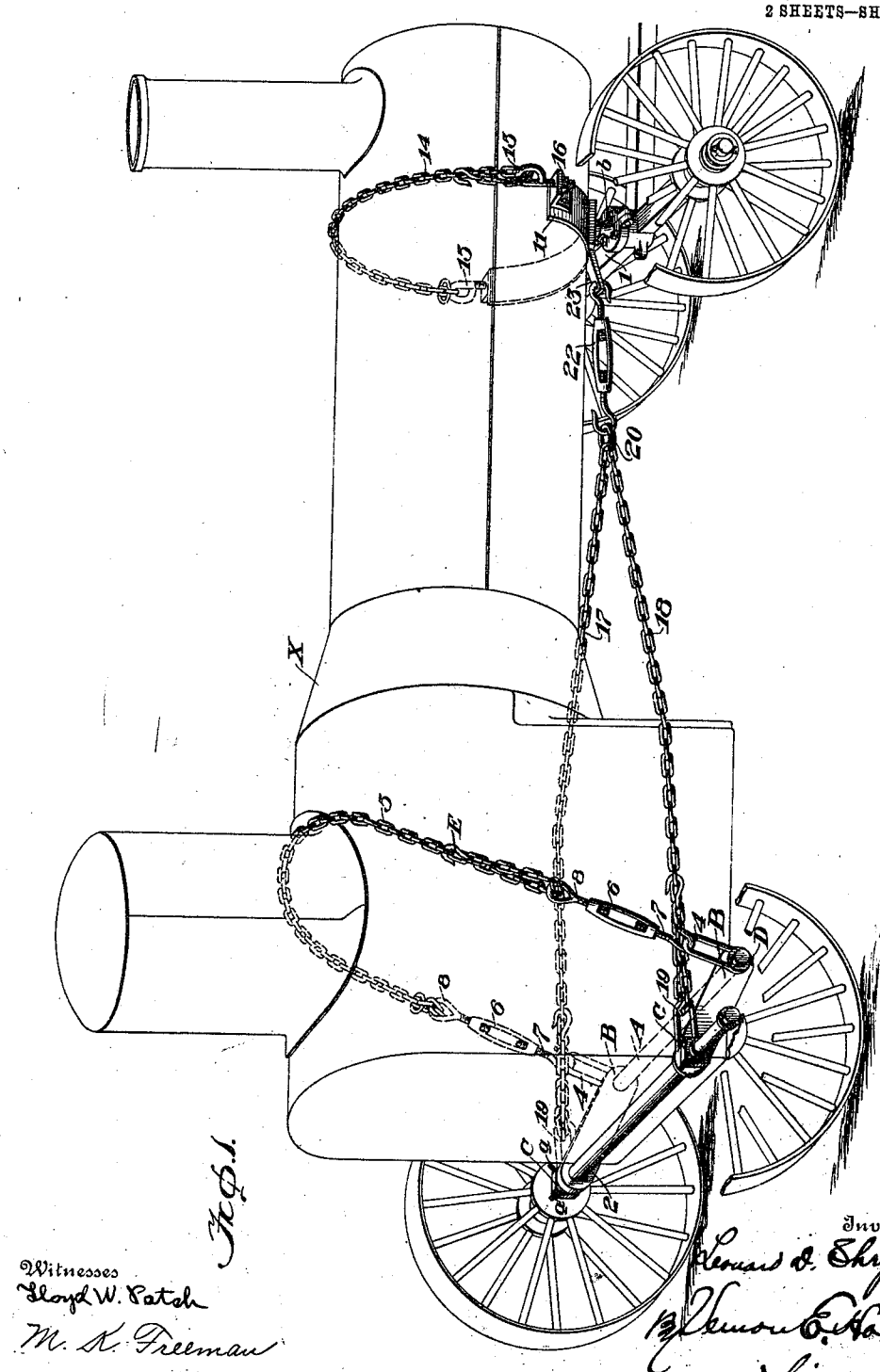

Fig. 1.

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2 SHEETS—SHEET 2.

Fig. 2.

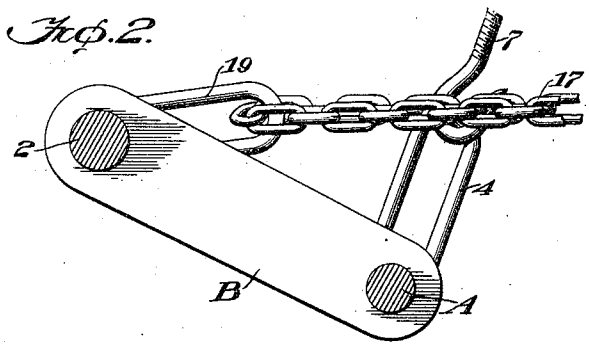


Fig. 3.

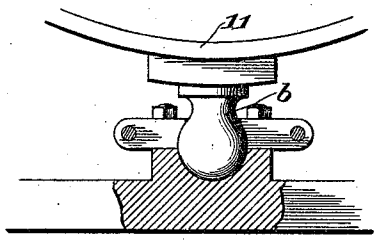
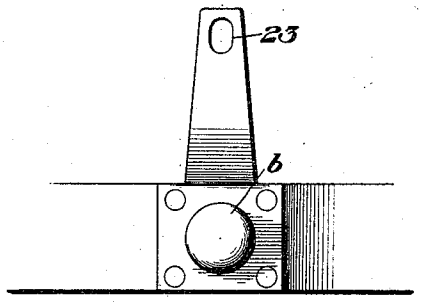


Fig. 4.



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UNITED STATES PATENT OFFICE.

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ADJUSTABLE BOILER-MOUNTING.

1,015,592. Specification of Letters Patent. Patented Jan. 23, 1912.

Application filed June 17, 1908. Serial No. 439,032.

To all whom it may concern:

Be it known that I, LEONARD D. SHRYOCK, a citizen of the United States, residing at Marietta, in the county of Washington and State of Ohio, have invented certain new and useful Improvements in Adjustable Boiler-Mountings, of which the following is a specification.

My invention relates to an improvement in adjustable boiler mountings.

One object of my invention is to provide a simple, easily adjustable, durable, and inexpensive mounting for transporting boilers from one place to another, and capable of being quickly applied by unskilled labor to any boiler of the locomotive type such as are commonly used in the oil and gas fields, saw-mills, etc.

Another object is to provide a mounting capable of being successfully used on boilers from 20 h. p. to 30 h. p. of any make of boiler—these being the common sizes used in the oil and gas fields.

Another object is to provide a mounting which will not require the drilling of holes into the boiler or otherwise impair its usefulness, it being the practice with other trucks or mountings to attach them by means of tap screws into the shell of the boiler which requires that the boiler be taken to the shop or that machinists be sent to the location of the boiler to fit the mountings, and the tapped holes being objectionable as they result in leakage and in the event of dismounting the boiler leave holes which require skilful plugging.

Still another object is to utilize mechanical means, such as logging chains or the like capable of use for other purposes when the boiler is not in transit.

Finally, it is an object to produce a mounting which is much lighter than others heretofore in use and one capable of being easily removed from a boiler and all parts thrown in the tool-box except wheels and axles, or placed on another boiler of any standard make in case the old one is worn out, is wanted for another purpose, or a larger size is desired.

With the foregoing objects in view my invention consists in certain novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claim.

In the accompanying drawings Figure 1 is a view in perspective; Fig. 2 is a section through the rear axle and saddle, and Figs. 3 and 4 are details.

X represents a boiler of any approved construction and of the required horse power. This is mounted on front and rear trucks 1 and 2, respectively. These trucks consist of an ordinary axle and wheels. The rear truck is provided with a saddle, which is so located and connected as hereinafter described that it supports the rear end or fire-box end of the boiler. This saddle comprises a cross rod or bar of iron A running parallel with the axle just beneath the fire-box of the boiler. The ends of this cross bar are connected by side bars or links B to the rear axle. The side bars B may be shifted laterally upon both axle and cross rod or bar in order to accommodate the different widths of boilers. The side bars B are held against the boiler by adjustable collars C, set screws *a*, *a* securing them to the rear axle and cotter pins D in the outer ends of cross bar A. Forwardly projecting arms or links 4 are interposed between cotter pins D and cross bar A, and a chain 5 extends over the boiler in front of the dome with its ends connected into turnbuckles 6 on each side of the boiler. These turnbuckles turn preferably on right and left hand threaded hooks 7 and eye bolts 8, respectively. The chain is looped through eye bolts 8 and hooks 7 hook into links 4, thus providing two adjustments: 1st—by means of shortening or lengthening the chain by means of hook E, and 2nd—by means of turn-buckles 6 which give the required tension to hold the boiler rigidly seated in the saddle. Forwardly projecting arms or links 19 are also interposed between collars C and side bars B on the rear axle for connecting to the front truck as hereinafter described.

The purpose of the construction will be understood. Take for example two boilers, one of 30 h. p. and maximum fire-box width for this size boiler and the other of 20 h. p. and minimum fire-box width for this size boiler. In the first case the saddle fits to the boiler as above described, and in the second case loose cast iron washers are interposed between collar C and links 19 on the rear axle, and in the same manner washers are used between cotton pins D and forward projecting links 4 in order to space the boiler central between wheels and hold side bars B against the boiler since the rear

axle and all the parts are of the same dimensions for both the 20 h. p. and 30 h. p. mountings, whereas the boiler widths vary and washers are added or taken out according to the boiler widths. Another size mounting might be used for boilers smaller than 20 h. p. The forward end of the boiler rests upon a yoke 11 carried on the forward truck, it preferably having a ball and socket joint connection *b* and a chain 14 extending around the boiler just in the rear of the smoke stack holds the boiler at that point rigidly seated in the yoke, the adjustment in this instance being affected through the instrumentality of eye bolts 15 and nuts 16 thereon, there being one of these on each side of the boiler preferably. The projecting ends of yoke 11 are thin enough so that by the springing of the metal they conform to variations in the diameter of the boilers when eye bolts 15 are tightened, which gives all the latitude necessary for the front trucks. The front and rear trucks are preferably connected by chains 17 and 18, which are connected to the rear trucks by means of links 19 and the forward ends of these chains are connected by a ring 20 or otherwise to a swivel connection 22 similar to that described in connection with chain 5 to an arm 23 extending rearward from the yoke 11. This swivel connection 22, which is made in the form of a turn-buckle, extends from the ring 20 to an eye in the rearward end of arm 23 carried by the front axle, thereby to adjust the relative position of the front and rear axles. In this way it will be seen that the boiler is connected with its mountings by means of flexible devices such as chains and tension means for drawing the chains tightly around the boiler, as is done with chains 5 and 14, and together between the trucks as by chains 17 and 18. This provides for quickly dismounting the boiler from the trucks or for mounting and coupling the parts together, thus affording a very simple and effective means of carrying the boiler from place to place and for supporting it when in use.

It is evident that more or less slight changes might be made in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth, but:

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

A boiler mounting comprising front and rear trucks, flexible connections extending from opposite ends of the rear truck along opposite sides of the boiler whereby the boiler is prevented from lateral movement, means for holding the boiler upon the trucks and adjustable means for fastening said flexible connections to the front truck.

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

LEONARD DANIEL SHRYOCK.

Witnesses:

B. LEDMAN,

C. F. ALBEE.