

L. G. WOODS.
TRUCK FRAME AND JOURNAL BOX.
APPLICATION FILED FEB. 10, 1912.

1,047,362.

Patented Dec. 17, 1912.

2 SHEETS—SHEET 1.

FIG. 1

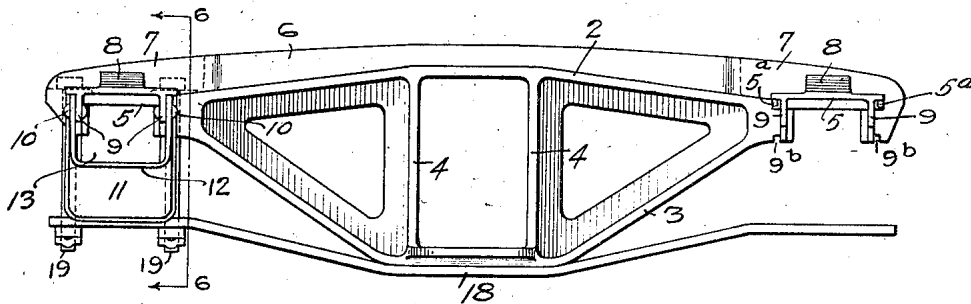


FIG. 2

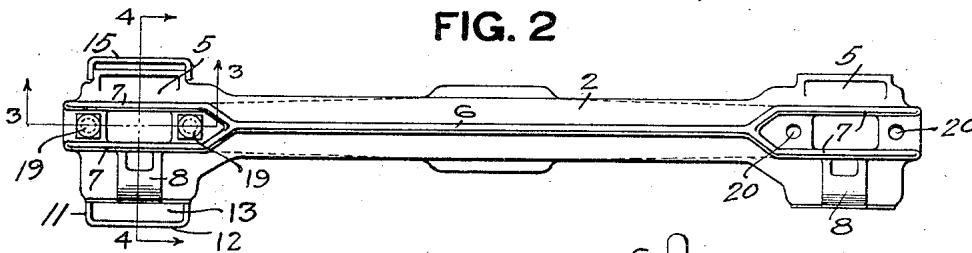


FIG. 3

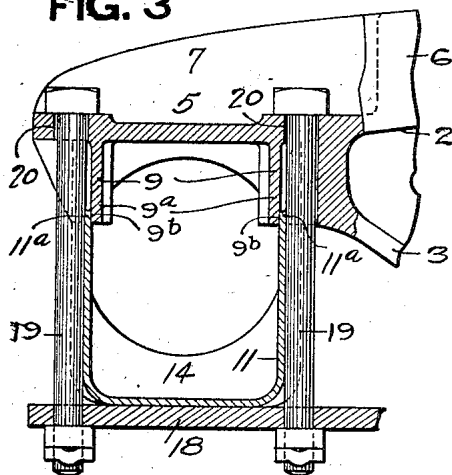
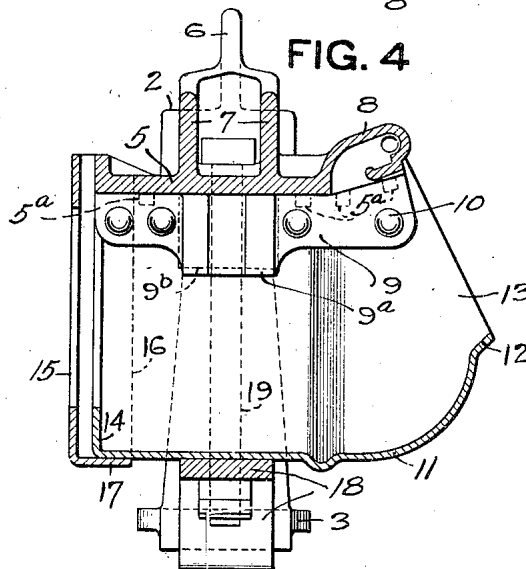


FIG. 4



WITNESSES.

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FIG. 5

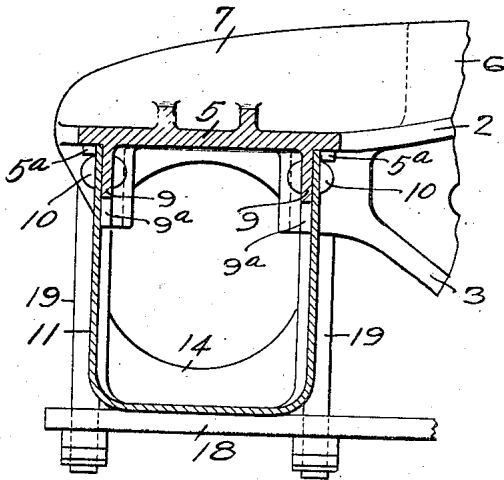


FIG. 6

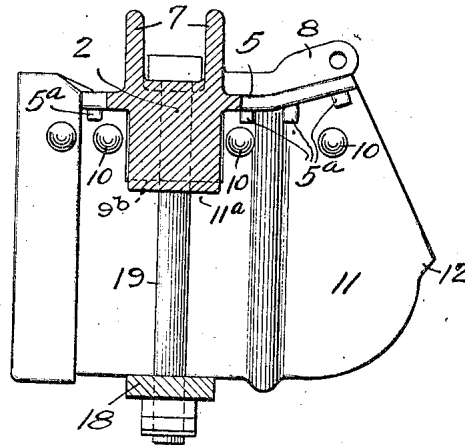
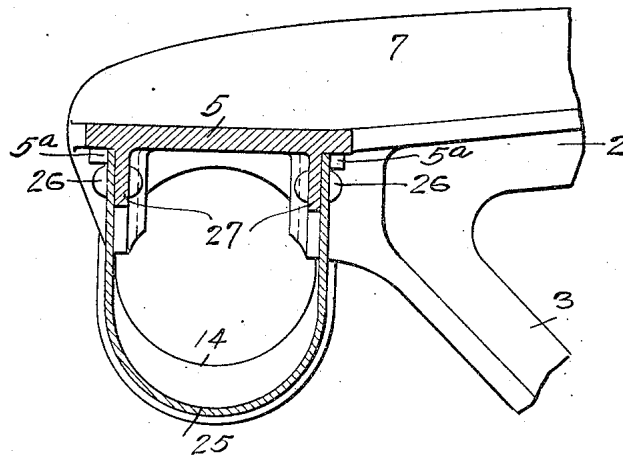


FIG. 7



WITNESSES.

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UNITED STATES PATENT OFFICE.

LEONARD G. WOODS, OF PITTSBURGH, PENNSYLVANIA.

TRUCK-FRAME AND JOURNAL-BOX.

1,047,362.

Specification of Letters Patent.

Patented Dec. 17, 1912.

Application filed February 10, 1912. Serial No. 676,795.

To all whom it may concern:

Be it known that I, LEONARD G. WOODS, a citizen of the United States, and resident of Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Truck-Frames and Journal-Boxes; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to railway truck-frames, and the journal-box mounted therein, its object being to simplify the construction of such railway truck-frame and journal-boxes by forming the top of the journal-box as an integral part of the truck-frame, whereby the truck-frame is strengthened and the use of the extra member forming the top of the box is dispensed with, this in turn reduces the weight and liability of the different parts to rattle loose in service.

In the accompanying drawings, Figure 1 is a side view; Fig. 2 is a plan view; Fig. 3 is an enlarged section on the line 3—3 Fig. 2; Fig. 4 is a section on the line 4—4 Fig. 2. Fig. 5 is an enlarged view of a portion of the end of the frame showing the box in position; Fig. 6 is an enlarged section on the line 6—6 Fig. 1, and Fig. 7 is a modified form of my invention.

I have illustrated my invention in connection with the ordinary diamond truck-frame composed of the top-member 2, the bottom member 3 and the bolster-columns 4.

Formed integral with the top-member 2 at each end thereof are the journal-box top-members 5. The strengthening rib 6 which extends longitudinally of the top-member 2 of the frame unites with and forms an integral part with the parallel ribs 7 extending along the top of the top-member 5 of the journal-box. This top-member 5 of the journal-box is provided with the hinge connection 8 to which the journal-box lid may be hinged. The downwardly extending flanges 9 are formed on the top-member through which the rivets 10 pass which connect the journal-box 11 to the top-member 5. The lugs 5^a are provided which are spaced a suitable distance from the flanges 9 so that the upper ends of the journal-box may be inserted between said lugs and said flanges. Fur-

thermore, the middle or deepest portion 9^a of the flanges 9 are slotted or recessed as at 9^b to receive the upper edge 11^a of the box-member at the mid-portion of same. The journal-box when secured in this manner is held rigidly in place and there is no possibility of any lateral movement of same being held between said flanges and lugs. The box-member 11 may be formed of wrought metal and is provided with the lip portion 12 to provide the usual opening 13 for the axle-box lid. The box-member 11 is provided with the upwardly turned flange 14 which serves as a wall to retain the oil. The pocket for the dust guard is formed by means of a pressed metal plate 15 having flanges 16 as indicated in dotted lines Fig. 4 as well as the bottom flange 17. This pocket may be secured to the box-member 11 by suitable rivets passing through the flanges 16. The tie-bar 18 passes beneath the journal-box member 11 and bolts 19 pass through said tie-bar and through the openings 20 in the top-member 5. These openings 20 are formed between the ribs 7 as indicated in Fig. 2.

By the above construction I provide a railway truck-frame in which the top-member of the journal-box is formed as an integral part of the frame, and at the same time the frame is strengthened by the additional metal at the ends employed to form said top-member. Furthermore, I do away with an extra part as it has been generally customary heretofore to have the top-member of the box formed of a separate piece of metal. It is a simple matter to attach the box-member to the depending flanges 9 of the frame and where the tie-bar is employed, the journal-box bolts pass directly up through the top-member of the truck-frame.

In Fig. 7 I have illustrated a modified form of my invention in which the tie-bar is dispensed with and the box-member 25 has its lower portion rounded or curved and is secured by the rivets 26 to the flanges 27 in the ordinary manner. The rib 7 may be single or double as desired.

What I claim is:—

1. A railway truck frame having a journal-box top formed integral therewith, downwardly extending flanges, and journal-

box having side face engaging the outer faces of said flanges, and fastening devices passing through said flanges and the sides of said journal-box.

2. A railway truck-frame having a journal-box top formed integral therewith, downwardly extending flanges, lugs spaced from said flanges, and a journal-box insert-

ed between said flanges and lugs, and permanently secured to said flanges.

In testimony whereof, I the said LEONARD G. Woods have hereunto set my hand.

LEONARD G. WOODS.

Witnesses:

F. E. SCHAEFFER,

ROBERT C. TOTTEN.