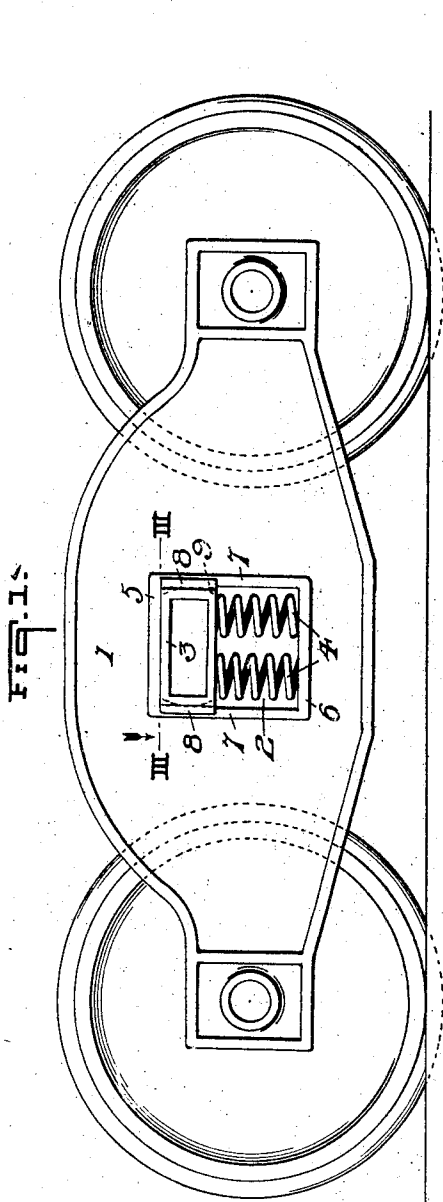


No. 833,084.

PATENTED OCT. 9, 1906.

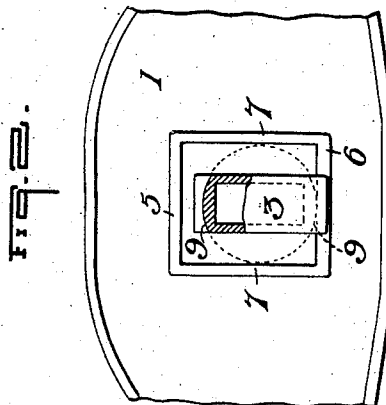
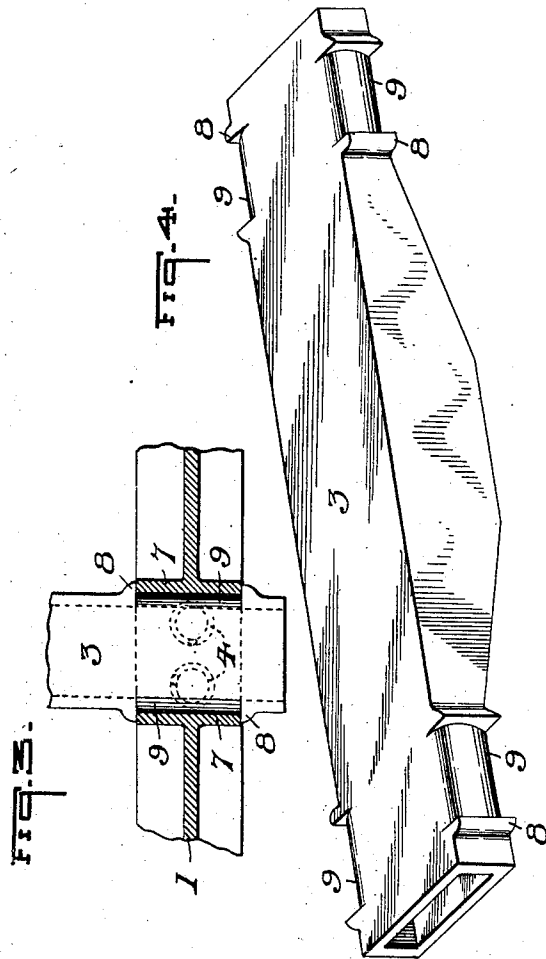
O. S. PULLIAM.
CAR TRUCK.

APPLICATION FILED DEC. 18, 1905.



WITNESSES:

J. P. Appleman,
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INVENTOR

Oscar S. Pulliam
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UNITED STATES PATENT OFFICE.

OSWALD S. PULLIAM, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO
PITTSBURGH EQUIPMENT COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

CAR-TRUCK.

No. 833,084.

Specification of Letters Patent.

Patented Oct. 9, 1906.

Application filed December 18, 1905. Serial No. 292,243.

To all whom it may concern:

Be it known that I, OSWALD S. PULLIAM, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented new and useful Improvements in Car-Trucks, of which the following is a specification.

My invention relates to car-trucks, and more particularly to a new and improved side-frame and car-truck bolster.

An object of the present invention is to provide a simple and efficient construction whereby the bolster may be readily inserted into and removed from the side frames or truck-arches of a car-truck.

In the accompanying drawings, which illustrate an application of my invention, Figure 1 is a side elevational view of a side frame, showing a bolster and springs removably mounted in the bolster and spring-receiving opening of the side frame. Fig. 2 is a broken side elevational view of a side frame, showing the manner of inserting the bolster into the opening of the side frame; Fig. 3, a sectional view taken on line 3 3 of Fig. 1, and Fig. 4 a perspective view of bolster.

Referring to the drawings, the car-truck comprises two similar metal side frames or truck-arches 1, each formed with a central opening 2. Opening 2, as illustrated and as preferred, is of uniform width throughout and is of greater depth than width. These openings are designed to receive the ends of the bolster 3 and the bolster-springs 4. The opening is surrounded by top and bottom flanges 5 and 6 and side flanges 7, all formed integral with and projecting from the web of the side frame. The top flanges 5 constitute a seat or upper bearing-surface for the bolster; the bottom flanges 6, seats for the springs 4, and the side flanges 7 guides for the bolster.

A characteristic and important feature of the present invention is the bolster 3. As shown, column-guides 8 are formed integral with the bolster, and between said column-guides the sides of the bolster are rounded, as indicated by the numeral 9. If desirable, the column-guides may be omitted and the bolster simply provided with rounded portions designed to fit in the bolster-receiving opening of the side frame. I prefer, however, to

form the column-guides 8 integral with the metal bolster and arrange said guides so that they will make contact with the bolster-guides of the side frame when the bolster is applied thereto.

The bolster is first inserted into the openings of the side frames edgewise, as shown by Fig. 2, and then turned and lifted upwardly into the position shown by Fig. 1. After the bolster is up in contact with the top bearing-surface the springs 4 are placed under the bolster.

What I claim is—

1. In a car-truck, a side frame formed with a bolster-receiving opening, a bolster having an end portion provided with a pair of column-guides on opposite sides of the bolster and formed with a rounded side portion between the column-guides.

2. In a car-truck, a side frame formed with a bolster-receiving opening of uniform width throughout and of greater depth than width, and a bolster having an end portion provided with two pairs of column-guides, said bolster and its column-guides removably mounted in said opening.

3. In a car-truck, a side frame formed with a bolster-receiving opening of uniform width throughout, a bolster having an end portion provided with a pair of column-guides on opposite sides of the bolster and formed with a rounded portion between the column-guides, said bolster and its column-guides removably mounted in said opening.

4. In a car-truck, a side frame formed with a bolster-receiving opening of uniform width throughout and of greater depth than width, and a bolster having an end portion provided with column-guides and formed with a rounded portion between the column-guides, said bolster and its column-guides removably mounted in said opening.

5. In a car-truck, a side frame formed with a bolster-receiving opening, a bolster having an end portion provided with column-guides and rounded sides between the column-guides, said bolster and its column-guides removably mounted in the opening.

6. In a car-truck, a side frame formed with a bolster-receiving opening and side flanges adjacent to the opening, a bolster provided with column-guides, said bolster and its col-

umn-guides adapted to be inserted edgewise in the opening and turned to cause the column-guides to engage the side flanges.

7. In a car-truck, a side frame formed with
5 a bolster-receiving opening, a bolster having an end portion comprising a flat top and bottom member and rounded side portions and column-guides formed integral therewith, said bolster and its column-guides removably
10 mounted in the opening.

8. In a car-truck, a side frame formed with a bolster-receiving opening and column-guide-engaging means adjacent to the open-

ing, a bolster having an end portion provided with two pairs of column-guides, said end 15 portion and its column-guides adapted to be inserted into the opening and turned therein to cause the column-guides to engage the engaging means.

In testimony whereof I affix my signature 20 in presence of two subscribing witnesses.

OSWALD S. PULLIAM.

Witnesses:

W. G. DOOLITTLE,
MARGARET HUGHES.