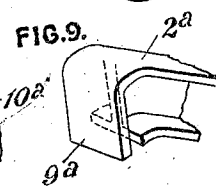
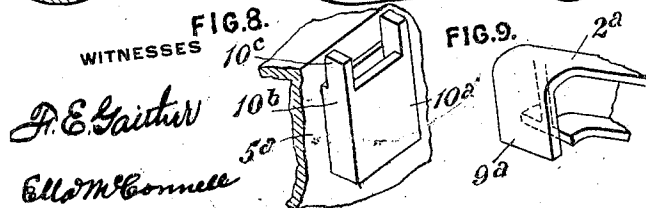
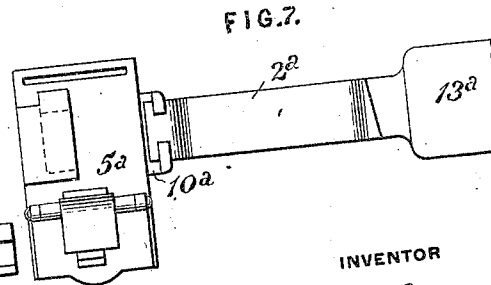
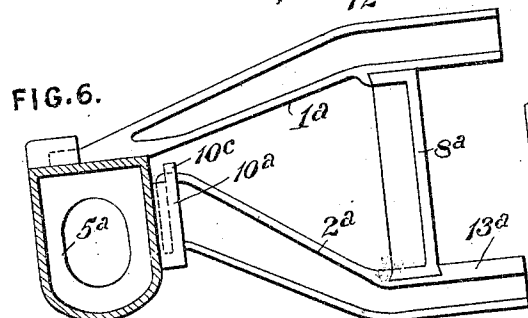
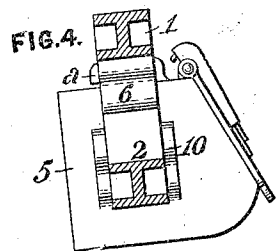
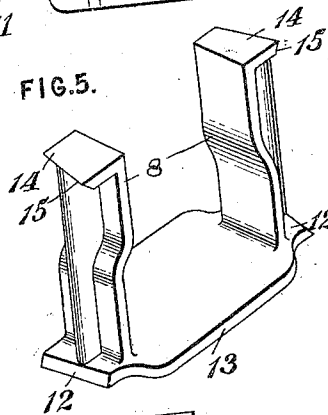
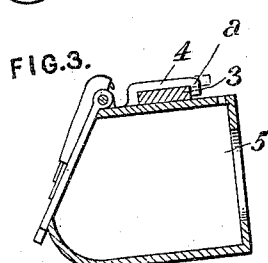
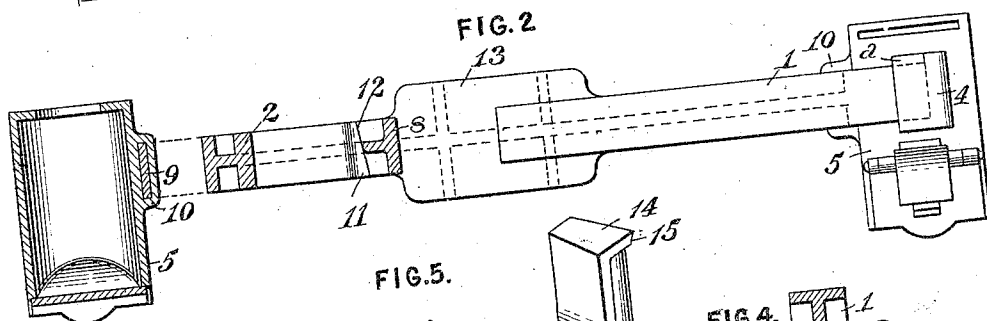
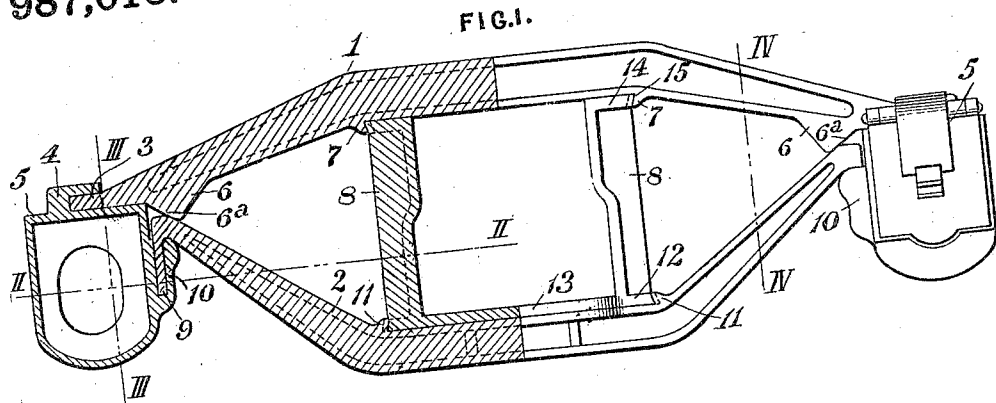


O. S. PULLIAM.
SIDE FRAME CONSTRUCTION.
APPLICATION FILED OCT. 1, 1910.

Patented Mar. 14, 1911.

987,013.



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SIDE-FRAME CONSTRUCTION.

987,013.

Specification of Letters Patent.

Patented Mar. 14, 1911.

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To all whom it may concern:

Be it known that I, OSWALD S. PULLIAM, a resident of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Side-Frame Construction, of which the following is a specification.

An object of my invention is to provide a new and improved car truck side frame preferably made of cast steel and comprising separable top and bottom members and separable columns or column castings.

A further object of the present invention is to provide a new and improved combined side frame and journal-box construction having interlocking members.

In the accompanying drawing, which illustrates applications of my invention Figure 1 is a part vertical sectional view and a part elevational view of a side frame construction embodying my invention; Fig. 2, a part plan and a part sectional view, the section being taken on line II—II of Fig. 1; Figs. 3 and 4, vertical sectional views respectively taken on lines III—III and IV—IV of Fig. 1; Fig. 5, a perspective view of spring seat casting; Fig. 6, an elevational view of a modified form from that shown by Fig. 1; Fig. 7, a plan of the form of Fig. 6; and Figs. 8 and 9, detail perspective views of the interlocking means for the lower member of the side frame and the journal-box.

Referring to the drawing and as preferred the car truck side frame comprises as illustrated by the form of Fig. 1, a separable top-member 1, and a separable bottom member 2. These members are made of cast steel and may be of any desired cross-section. The top or arch member 1 at each end thereof is formed with an engaging or interlocking member 3 adapted to coact with a member 4 formed on an independent journal-box 5 for locking said parts together. In addition to the members 3 the top-member is provided with depending members 6 each having an inclined bearing face 6^a and with lugs 7. Lugs 7 are preferably wedge-shaped and are designed to engage the columns 8 of the side frame.

The bottom or inverted arch member 2 has its ends formed with engaging members designed to cooperate with members formed on the sides of the journal-boxes, as shown, the engaging members of the bottom side frame member each comprises a hooked-

shaped member 9 adapted to enter a pocket 10 formed on a side of each journal-box, but I do not desire to be limited to the exact form of interlocking means shown. Member 2 is also provided with lugs 11 adapted to engage inclined members 12 of the spring seat or column casting.

In the form of Fig. 1, the spring seat or column-casting comprises the two columns 8 and the spring seat 13 formed as an integral structure with the upper ends of the columns having laterally projecting flanges 14 each having an inclined face 15 respectively adapted, when the parts are assembled, to engage a lug 7 of the top-member of the side frame. After the top-member is placed in position, the ends *a* of the journal-box engaging member 4 are turned down over the edges of the member 3 of the top-member as particularly shown by Fig. 3; thus preventing any lateral movement of the top-member on the journal-box.

By the construction illustrated, I am enabled to dispense with bolts or rivets for locking the parts together, but if it is found desirable to bolt or rivet the spring seat casting to the top or bottom member or both this may be done.

In the form of Fig. 6, the spring seat 13^a is formed integral with the lower member 2^a, but the columns 8^a are separable and are interlocked with the top and bottom members in substantially the same manner as shown in the form of Fig. 1.

In the form of Fig. 6, I omit the contact members 6 from the top member 1^a and provide a slightly different connection between the bottom member 2^a and the journal-box. The coacting interlocking means for these parts are particularly shown by Figs. 8 and 9, and comprise the member 9^a formed on the member 2^a and the pocket 10^a of the journal-box 5^a. The wall 10^b is formed with small projections 10^c adapted when the member 9^a is inserted in the pocket, to be turned down over the same, and prevent the member 2^a from moving vertically with respect to the pocket.

What I claim is:—

1. A car truck side frame consisting of separable top and bottom members each having means for engaging an independent journal-box, and a separable interlocking column connecting the top and bottom members.

2. The combination with a car truck side frame consisting of separable top and bottom members, of an independent journal-box provided with engaging members, said top and bottom members each provided with an engaging member respectively adapted to cooperate with an engaging member of the journal-box for securing the journal-box to the side frame.
3. A car truck side frame consisting of separable top and bottom members each having means for engaging an independent journal-box, and separable interlocking columns connecting the top and bottom side frame members.
4. A car truck side frame consisting of separable top and bottom members each having an engaging member for engaging an independent journal-box and a column engaging member, a separable spring-seat casting formed with interlocking columns, said columns connecting the top and bottom members of the side frame.
5. The combination with a car truck side frame consisting of separable top and bottom members of an independent journal-box provided with a top engaging member, a side engaging member, said top and bottom members each provided with an engaging member respectively adapted to cooperate with the top and side engaging members of the journal-box for securing the journal box to the side frame.
6. The combination with a car truck side frame comprising separable top and bottom members, of an independent journal-box, said top and bottom members and the journal-box having interlocking means for securing the journal-box to the side frame.
7. A car truck side frame consisting of separable cast metal top and bottom members, of a separable cast metal column connecting the top and bottom members, said column and top and bottom members having coacting interlocking means for securing the parts together.
8. The combination with a car truck side frame comprising separable top and bottom members, of an independent journal-box, said top and bottom members and the journal-box having interlocking means for securing the journal-box to the side frame, and a column connecting the top and bottom members.
9. The combination with a car truck side frame comprising separable top and bottom members, of an independent journal-box, said top and bottom members and the journal-box having interlocking means for securing the journal-box to the side frame, and a separable spring-seat casting comprising a column, said column connecting the top and bottom members.
10. The combination with a car truck side frame comprising separable top and bottom members, of an independent journal-box, said bottom member and the journal-box having coacting interlocking means, and a column connecting the top and bottom members.
11. The combination with a car truck side frame comprising separable top and bottom members, of an independent journal-box, said top member and the journal-box having coacting interlocking means, and a column connecting the top and bottom members.
- In testimony whereof I affix my signature in presence of two witnesses.
- OSWALD S. PULLIAM.
- Witnesses:
JOHN ALLISON,
W. G. DOOLITTLE.