

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

987,014.

Patented Mar. 14, 1911.

FIG. 1.

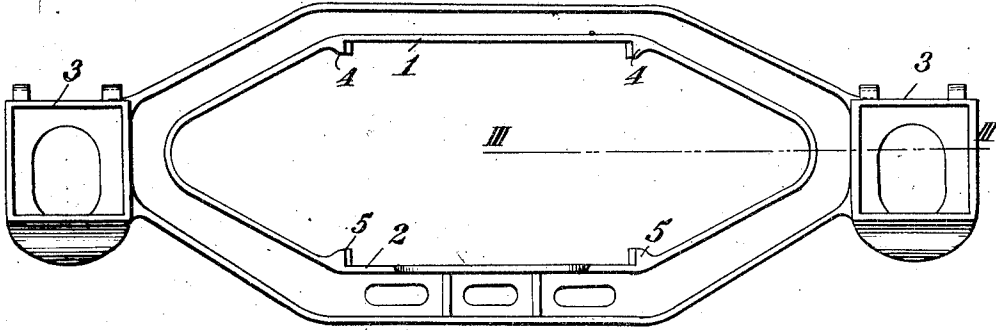


FIG. 2.

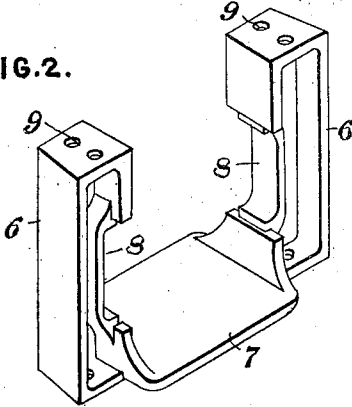


FIG. 3.

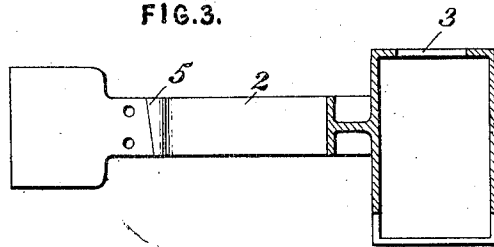


FIG. 4.

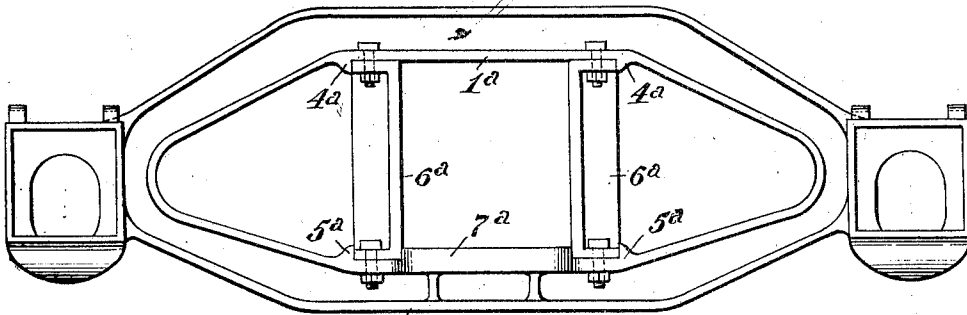


FIG. 5.

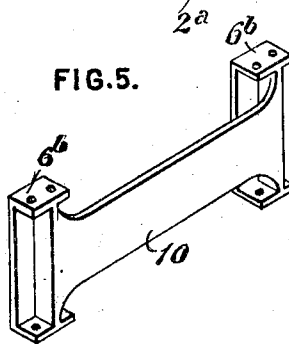
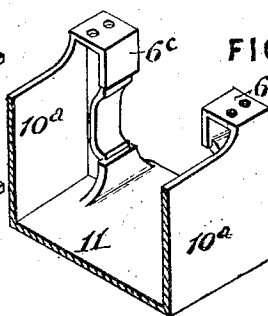


FIG. 6.



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UNITED STATES PATENT OFFICE.

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CAR-TRUCK SIDE FRAME.

987,014.

Specification of Letters Patent. Patented Mar. 14, 1911.

Application filed October 1, 1910. Serial No. 584,820.

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 Car-Truck Side Frames, of which the following is a specification.

An object of the present invention is to provide a new and improved cast metal car truck side frame having journal-boxes formed integral therewith and separable members or columns connecting the top and bottom members of the side frame.

In car truck side frames having journal-boxes formed integral therewith as heretofore made, considerable trouble has been encountered in casting such structures due principally to the presence of integral columns or integral column castings, the latter comprising a spring seat as well as the two columns. In the use of such side frames, it has been found that the columns wear away long before the other parts of the side frame, thus necessitating an entire new frame when the columns become so worn as to be of no further use.

The prime object of the present invention is to obviate the disadvantages above mentioned, both in the manufacture and use of side frames of the class to which my invention relates.

Another object of the present invention is to provide a separable casting comprising columns, and a connecting member or members, the connecting member or connecting members being adapted to extend across from one side frame of a truck to the other side frame.

In the accompanying drawing, which illustrates applications of my invention Figure 1, is a side elevational view of a side frame constructed in accordance with my invention with the columns omitted. Fig. 2, a perspective view of a column casting embodying my invention; Fig. 3 a part plan and a part sectional view, the section being taken on line III—III of Fig. 1; Fig. 4, a side elevational view of a modified form embodying my invention; Fig. 5, a perspective view of connected columns; and Fig. 6, a broken perspective view of another form of connected columns.

Referring to the drawing, the side frame as illustrated and as preferred is made of single steel casting comprising a top-mem-

ber 1, a bottom member 2, and journal-boxes 3. The top-member 1 is formed with lugs 4, preferably wedge-shaped, and the bottom-member with corresponding lugs 5. These lugs are designed to make contact with separable members, columns, or with a casting or castings comprising columns, and having a connecting member extending across the truck from one side frame to the other side frame. The lugs 4 and 5 may have a straight contacting face instead of the inclined face, or they may be dispensed with.

I have shown a number of forms the top and bottom separable connecting members of the side-frame may assume. In the form of Fig. 2 I have shown said members in the form of columns 6 formed integral with a spring-seat 7 and said columns cut away as shown at 8 to receive filler blocks, not shown. If desirable, said columns may be riveted to the top and bottom members of the side frame proper and I have shown rivet holes 9 formed therein. In the form of side-frame shown by Fig. 4 the spring seat 7^a is formed integral with the bottom member 2^a of the side-frame and the separate columns 6^a bolted respectively to the top and bottom members 1^a and 2^a and in engagement with lugs 4^a and 5^a. Fig. 5 shows a casting comprising columns 6^b and a connecting member 10 adapted to extend across a truck from one side frame to the other and constitute a transom connecting the two side frames. In practice two such castings are employed, and a bolster, not shown, is placed between said members 10. Fig. 6 illustrates a separable casting designed to extend across a car truck and connect the two side frames thereof and it comprises columns 6^c, members 10^a and a member 11. In the form of Fig. 6 the members 10^a constitute transoms connecting the two side frames of the truck and are adapted to have a bolster placed between them. The member 11 is designed to take the place of the usual spring-plank, extending from one side frame to the other.

What I claim is:—

1. A car truck side frame comprising a top-member, a bottom-member, journal-boxes formed integral with the ends of said members, and separable columns connecting the top and bottom members.

2. A car truck side frame comprising a

top-member, a bottom-member, and journal boxes all formed in an integral casting, a separable column connecting the top and bottom members, and lugs on the top and bottom members engaging the column.

3. The combination with a car truck side frame consisting of an integral casting comprising a top and bottom member and journal-boxes, of a separable casting secured thereto and comprising a pair of columns, and a member connecting said columns.

4. The combination with a car truck side frame consisting of an integral casting com-

prising a top and bottom member and journal-boxes, of a separable casting secured thereto comprising a column, connecting the top and bottom members of the side frame, and a connecting member extending therefrom and formed with a second column.

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

OSWALD S. PULLIAM.

Witnesses:

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W. G. DOOLITTLE.