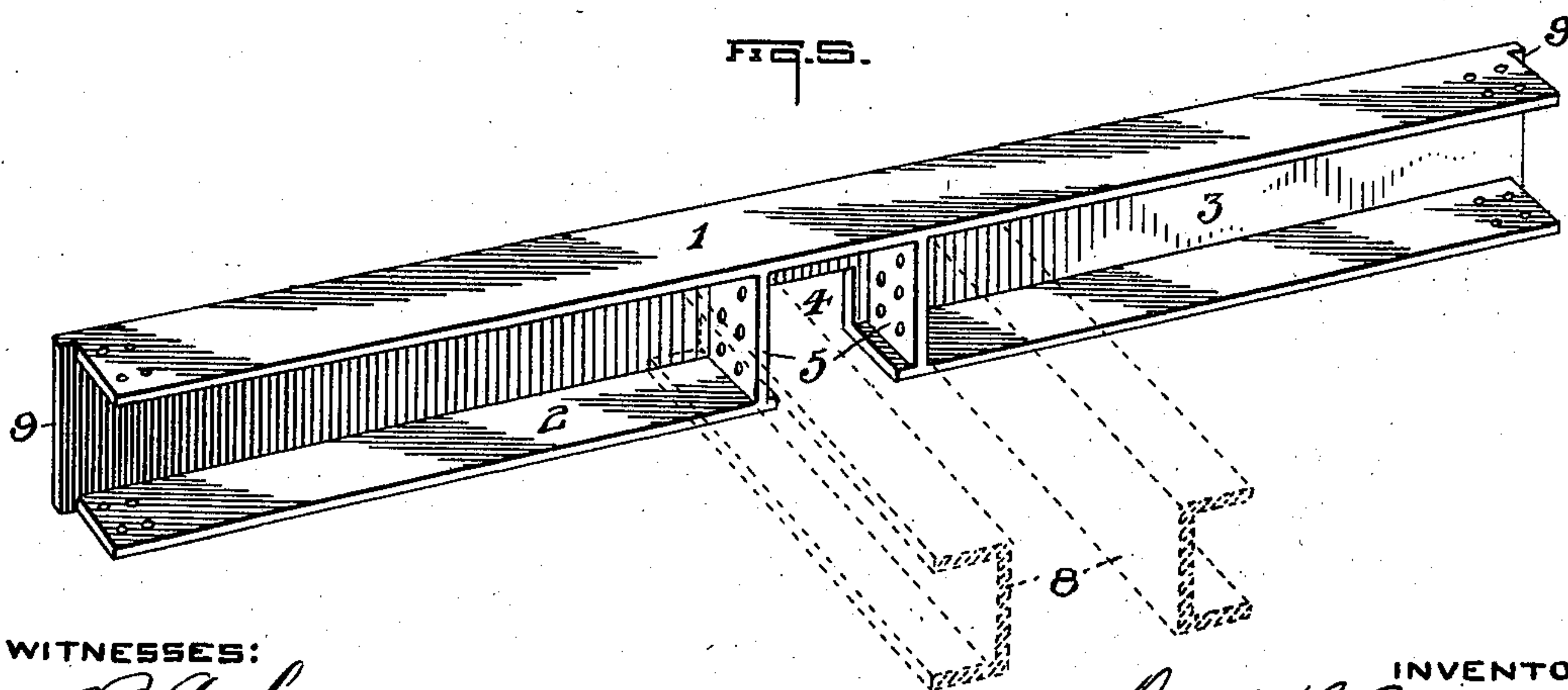
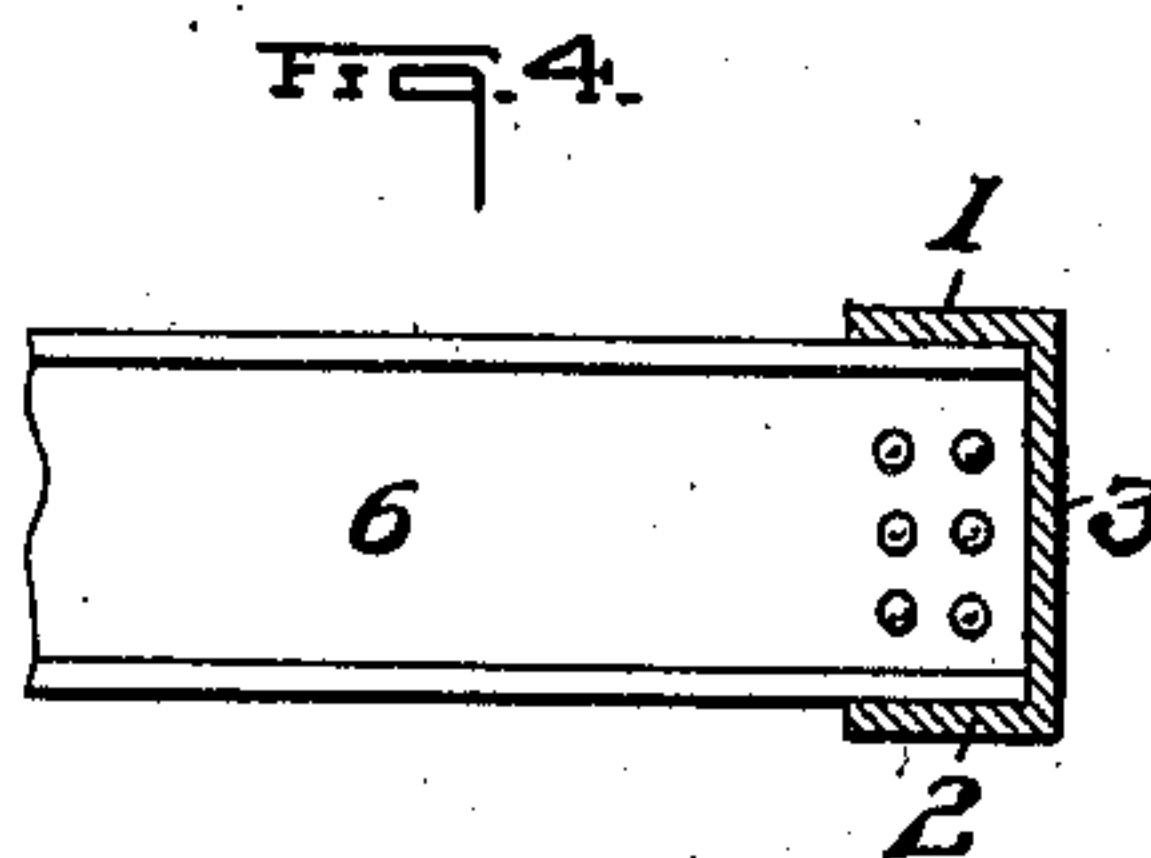
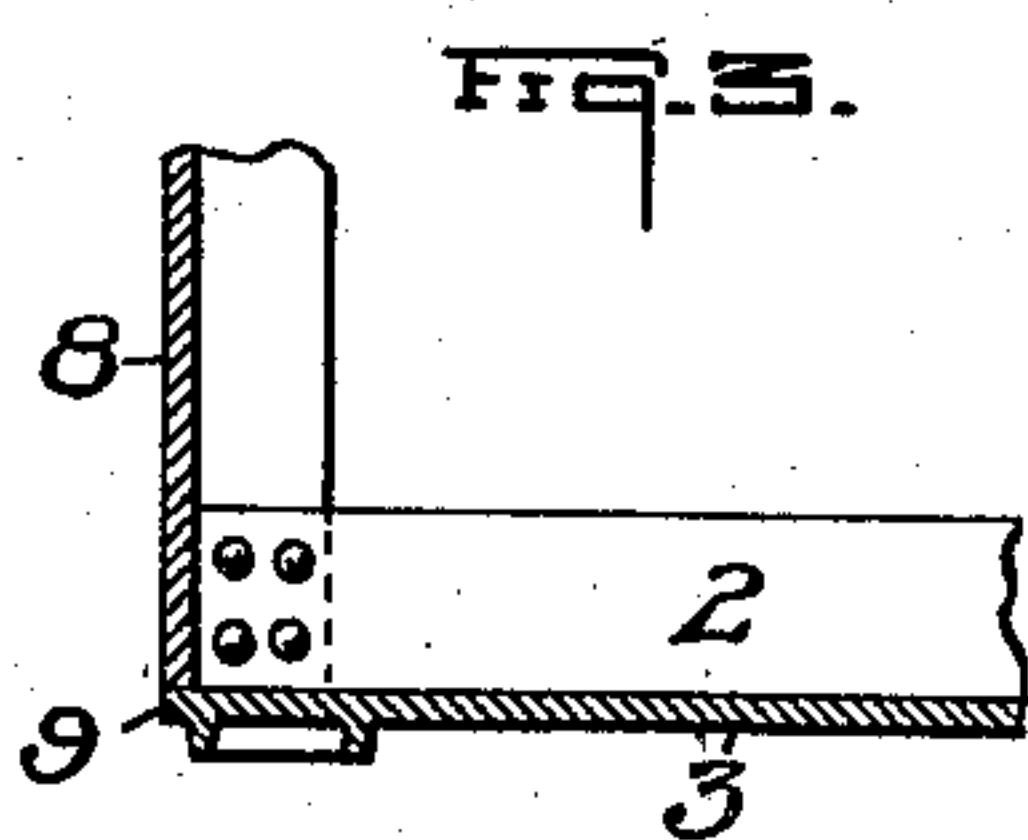
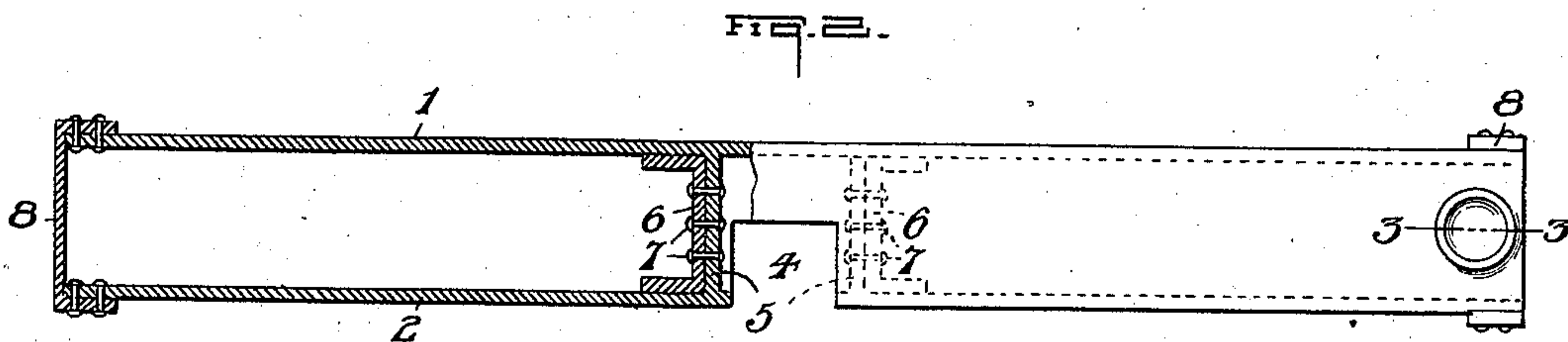
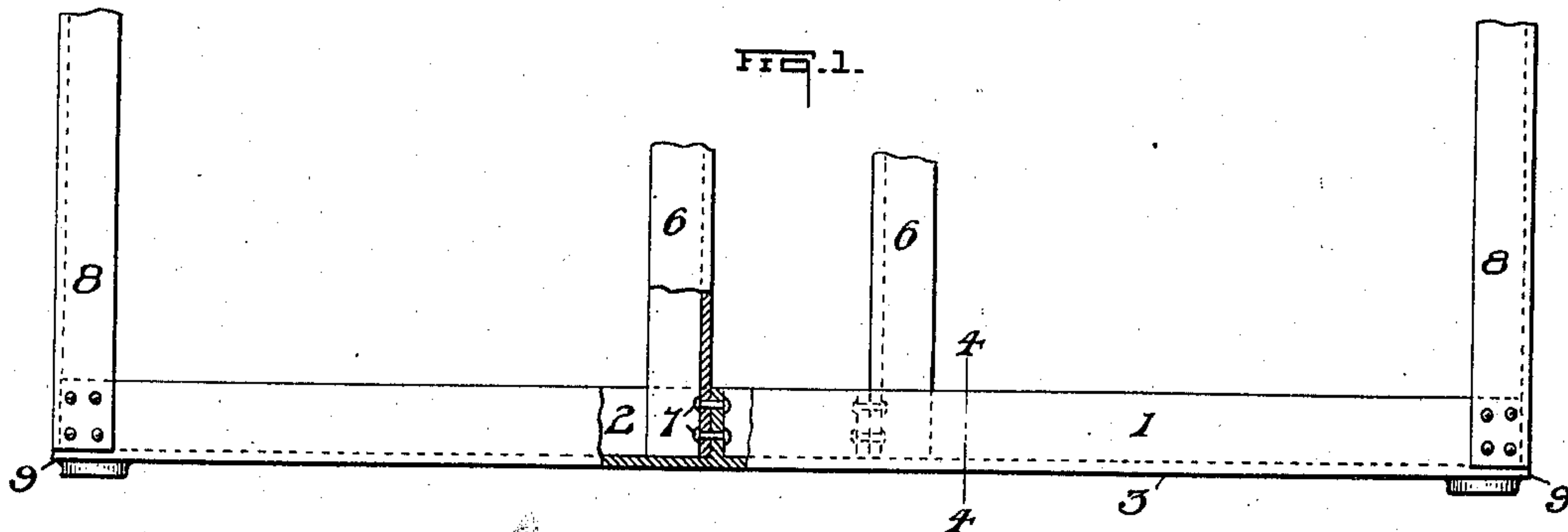


No. 847,602.

PATENTED MAR. 19, 1907.

O. S. PULLIAM.
END SILL FOR CARS.
APPLICATION FILED FEB. 26, 1906.



WITNESSES:

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

END SILL FOR CARS.

No. 847,602.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed February 26, 1906. Serial No. 302,995.

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 End Sills for Cars, of which the following is a specification.

The object of my invention is to provide a new and improved end sill for cars; and to this end my invention consists of an end sill for cars and in the novel features of construction, all as hereinafter described and claimed.

In the accompanying drawing, which illustrates an application of my invention, Figure 1 is a plan view, partly in section, of a portion of a car construction embodying my invention; Fig. 2, a part vertical sectional view and a part-elevational view of an end sill constructed in accordance with my invention; Fig. 3, a detail sectional view on line 3 3 of Fig. 2; Fig. 4, a section on line 4 4 of Fig. 1; and Fig. 5, a perspective view of the end sill and a portion of the center sills.

Referring to the drawing, the end sill, as illustrated and as preferred, is made as an integral cast-metal structure, and comprises a top member 1, a bottom member 2, and a vertical member 3, joining the members 1 and 2. The sill is formed with a centrally-disposed recess 4, made by cutting away a portion of the bottom member and a portion of the member 3. The purpose of said recess 4 is to receive the draft-rigging carrier. (Not shown.)

Close to and located on each side of the recess 4 is a web 5. These webs extend rearwardly from the vertical member 3 and from the top member to the bottom member. As clearly shown by the drawing, webs 5 are employed for the purpose of attaching the center sills 6 to the end sill. As shown, the center sills are in the form of channels and are attached to the webs by rivets 7.

The side sills 8 of the car construction are connected up with the ends of the end sills by being riveted thereto. The side sills illustrated are in the form of channels, and when

channels are employed the top and bottom members of the end sill are made slightly shorter than the vertical front member in order to provide a shoulder or end bearing, as indicated by 9, for the side sills.

Formed integral with the vertical member of the end sill and located near each end thereof is a push-plate 10.

What I claim is—

1. An end sill for cars consisting of a cast-metal structure of channel form formed with a central recess and with vertical webs adjacent to the recess, said webs extending rearwardly from the vertical member of the sill and joining the top and bottom members and adapted to engage the center sills of the car.

2. An end sill for cars consisting of a cast-metal structure of channel form formed with a central recess, vertical webs adjacent to the recess and with end bearings or shoulders.

3. An end sill for cars consisting of a cast-metal structure of channel form having top and bottom members, a continuous front vertical member joining the top and bottom members, said structure formed with a centrally-disposed recess and with a web located on each side of the recess, said webs formed with holes and adapted to engage the center sills of the car.

4. An end sill for cars consisting of a cast-metal structure of channel form formed with a central recess, vertical webs adjacent to the recess, end bearings or shoulders, and with push-plates.

5. The combination, with center and side sills of channel form, of an end sill comprising a cast-metal structure of channel form formed with a central recess, vertical webs adjacent to the recess adapted to engage the center sills, and with end bearings for the side sills.

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

OSWALD S. PULLIAM.

Witnesses:

W. G. DOOLITTLE,
MARGARET HUGHES.