

No. 861,765.

PATENTED JULY 30, 1907.

O. S. PULLIAM.  
CAR BODY UNDERFRAME CONSTRUCTION.  
APPLICATION FILED JAN. 29, 1907.

FIG. 1.

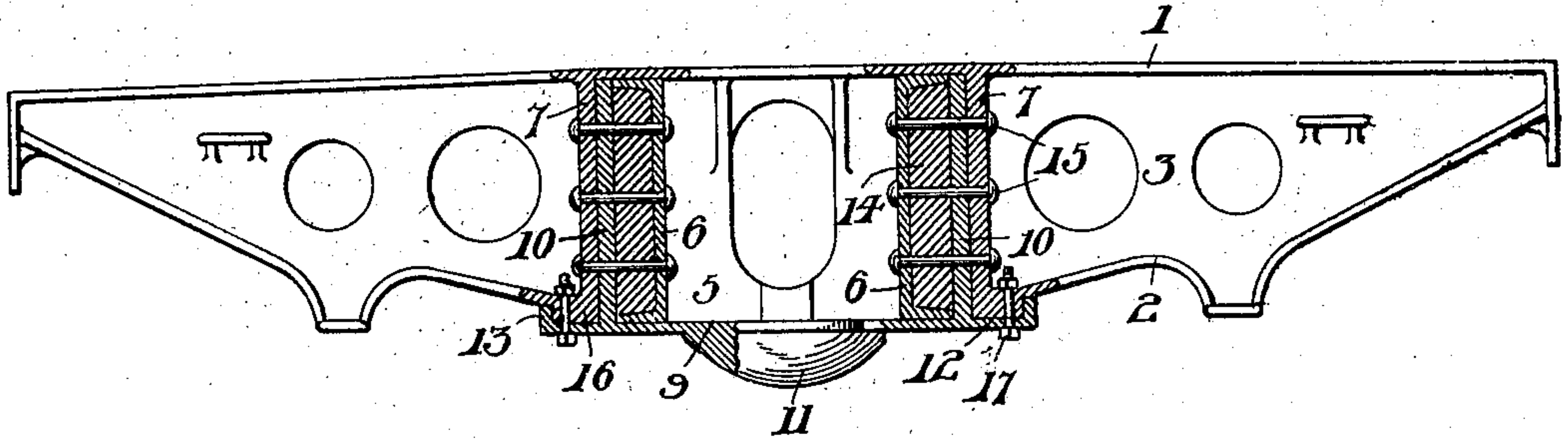


FIG. 2.

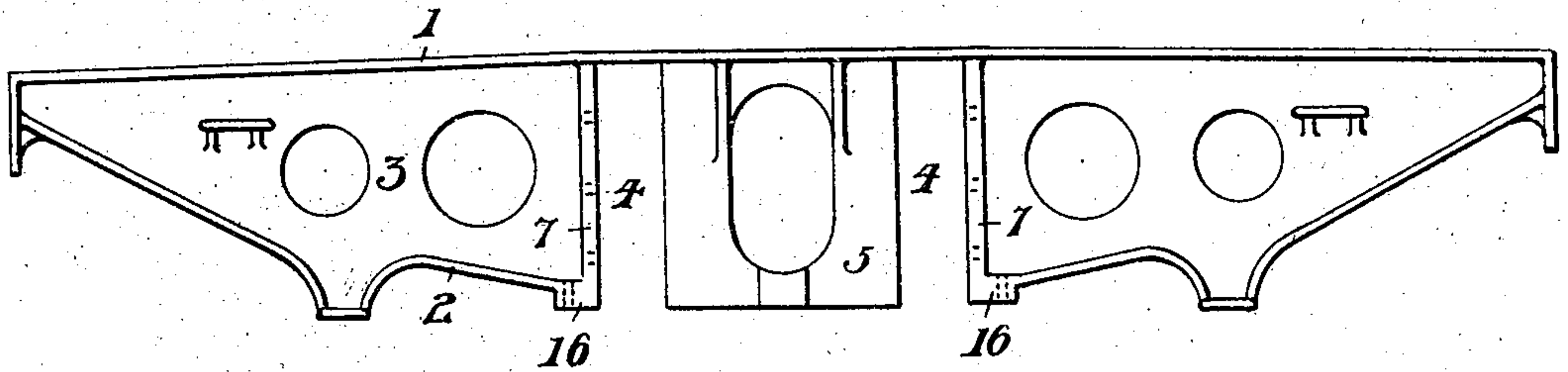


FIG. 3.

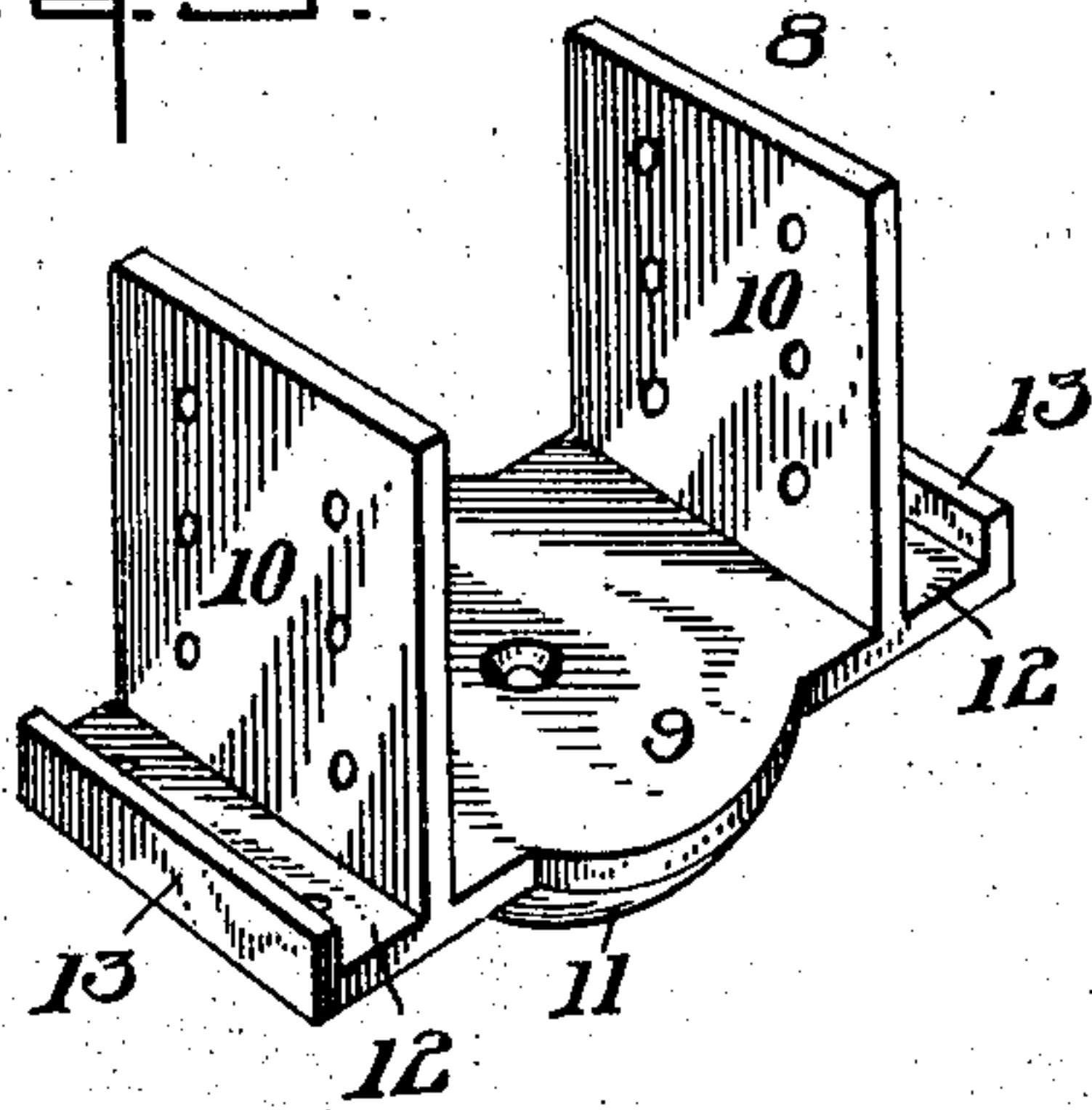
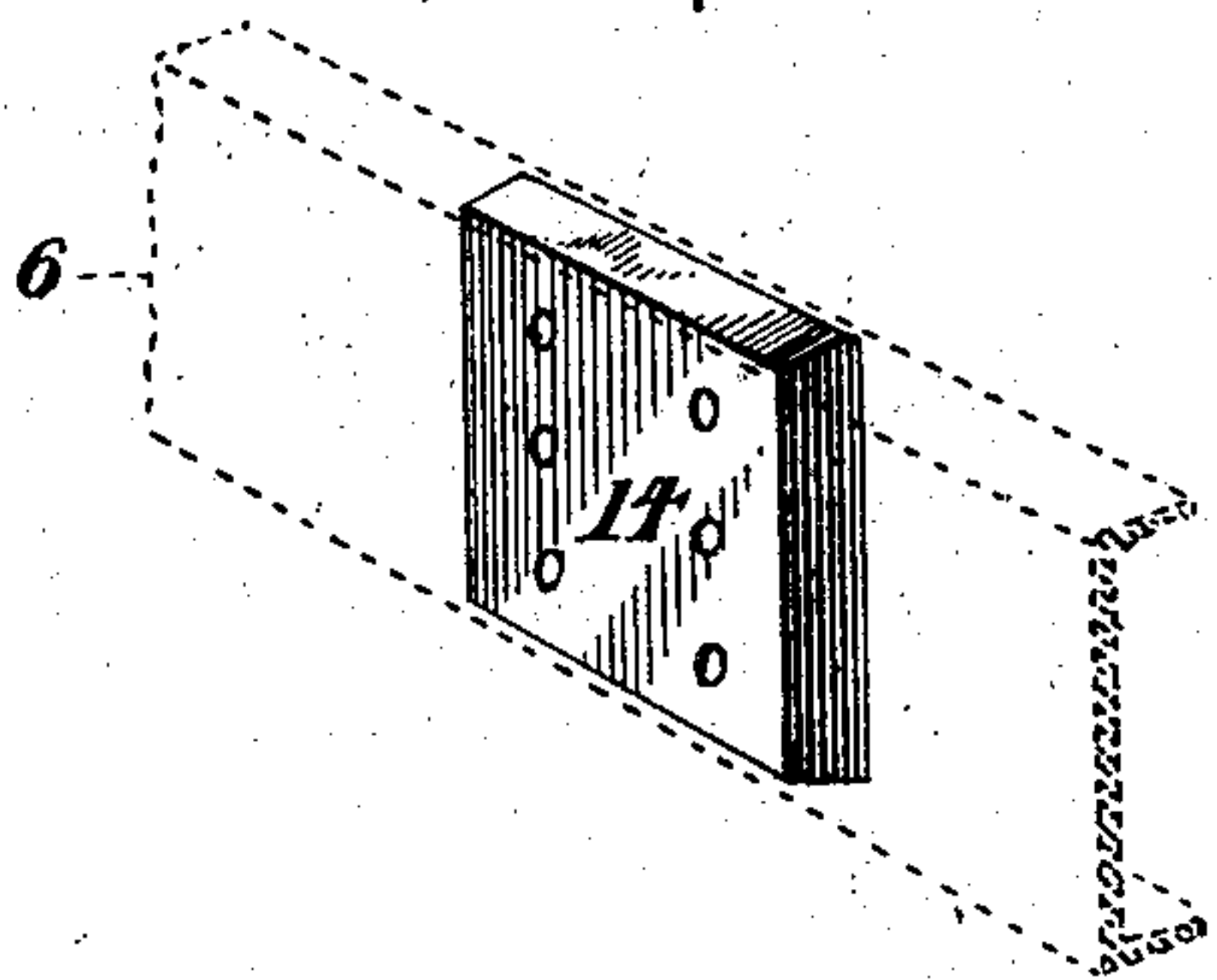


FIG. 4.



WITNESSES:

*J. R. Appleman,*  
*Edwin L. Allen*

INVENTOR

*Oswald S. Pulliam*  
*by W. G. Doolittle*

ATTORNEY



# UNITED STATES PATENT OFFICE.

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

## CAR-BODY-UNDERFRAME CONSTRUCTION.

No. 861,765.

Specification of Letters Patent.

Patented July 30, 1907.

Application filed January 29, 1907. Serial No. 354,677.

To all whom it may concern:

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

This invention relates to car-body underframe construction and particularly to the form shown in U. S. Letters Patent No. 833,086 of October 9, 1906.

10 The object of the present invention is to provide a new and improved car-body underframe construction and to this end, my invention consists, of a car-body underframe construction, in the novel features of construction, and in the combination of parts all as herein-  
15 after described and claimed.

In the accompanying drawing which illustrates an application of my invention, Figure 1, is a part elevational and a part sectional view of a construction embodying my invention; Fig. 2 a side elevational view  
20 of a transom or body-bolster shown by Fig. 1 with the center-casting, filler-blocks and center-sills omitted; Fig. 3, a perspective view of center-casting; and Fig. 4, a detail view showing a filler-block in a center-sill.

Referring to the drawings, I have shown a transom  
25 in the form of a body-bolster, but my invention may be employed for an intermediate transom as well as a body-bolster. As illustrated and as preferred, the transom or body-bolster comprises a top-member 1, a bottom-member 2, and a vertical web 3 joining the top and bottom-members. The bottom-member 2 is cut away at  
30 its center and the web is formed with vertically extending separated recesses 4 located a slight distance from the center of the transom. Forming the recesses as shown leaves a central web-portion 5 which latter constitutes an integral compression-member. The recesses 4 are designed to receive the draft-members or center-sills 6. The center-sills are preferably of channel-form. Each recess 4 is located between the central web-portion 5 and flanges 7, which latter extend out-  
40 wardly from and at right angles to the vertical web 3.

8 designates a center-casting comprising a bottom plate 9, two disunited upright-members 10, and a center-bearing member 11. The center-casting 8 when employed in connection with intermediate transoms is  
45 not formed with the center-bearing 11. In addition to the parts mentioned center-casting 8 is formed with outwardly extending side-portions 12 each having a

flange 13. Located in the recesses and set into the center-sills, are two independent filler-blocks 14 one for each recess. These filler-blocks are secured in position  
50 by bolts 15 which pass through flanges 7, upright-members 10 and the center-sills. When the parts are assembled, flanges 16 fit into the spaces formed between the upright-members 10 and the flanges 13 of the center-casting and are connected to said casting by bolts 17.  
55 The upper and lower ends of the independent filler-blocks are slightly inclined as shown for the purpose of enabling the blocks to fit snugly in the center-sills. These independent and removable filler-blocks are particularly designed for use in connection with the other  
60 parts described, in cases where the channel center-sills are rigidly joined together by a plate extending across the tops of the sills and extending either the entire length of the sills or for a portion of their lengths. In  
65 such cases it is impossible to spring the center-sills inwardly sufficiently to remove the center-casting having the filler-blocks made integral therewith.

What I claim is:

1. In a car-body underframe, the combination with center-sills, of a transom formed with separated recesses to receive the center-sills, a removable center-casting, independent filler-blocks each located between a center-sill and the center-casting, said center-sills and filler-blocks located in the recesses, and means for connecting the center-sills, filler-blocks and transom.  
70 75

2. In a car-body underframe, the combination with center-sills, of a transom formed with separated recesses to receive the center-sills, a removable center-casting provided with two disunited upright-members, independent filler-blocks interposed between the upright-members and center-sills, said center-sills, upright-members and filler-blocks located in the recesses, and means for connecting the center-sills, upright-members filler-blocks and transom.  
80

3. In a car-body underframe, the combination with channel-shaped center-sills, of a transom formed with separated recesses to receive the center-sills, a removable center-casting provided with two disunited upright-members, independent filler-blocks fitted into the center-sills and located between a center-sill and an upright-member of the center-casting, said center-sills, and upright members located  
85 90 in the recesses, and means for connecting the center-sills, upright-members, filler-blocks and transom.

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

OSWALD S. PULLIAM.

Witnesses:

MARGARET HUGHES,  
W. G. DOOLITTLE.