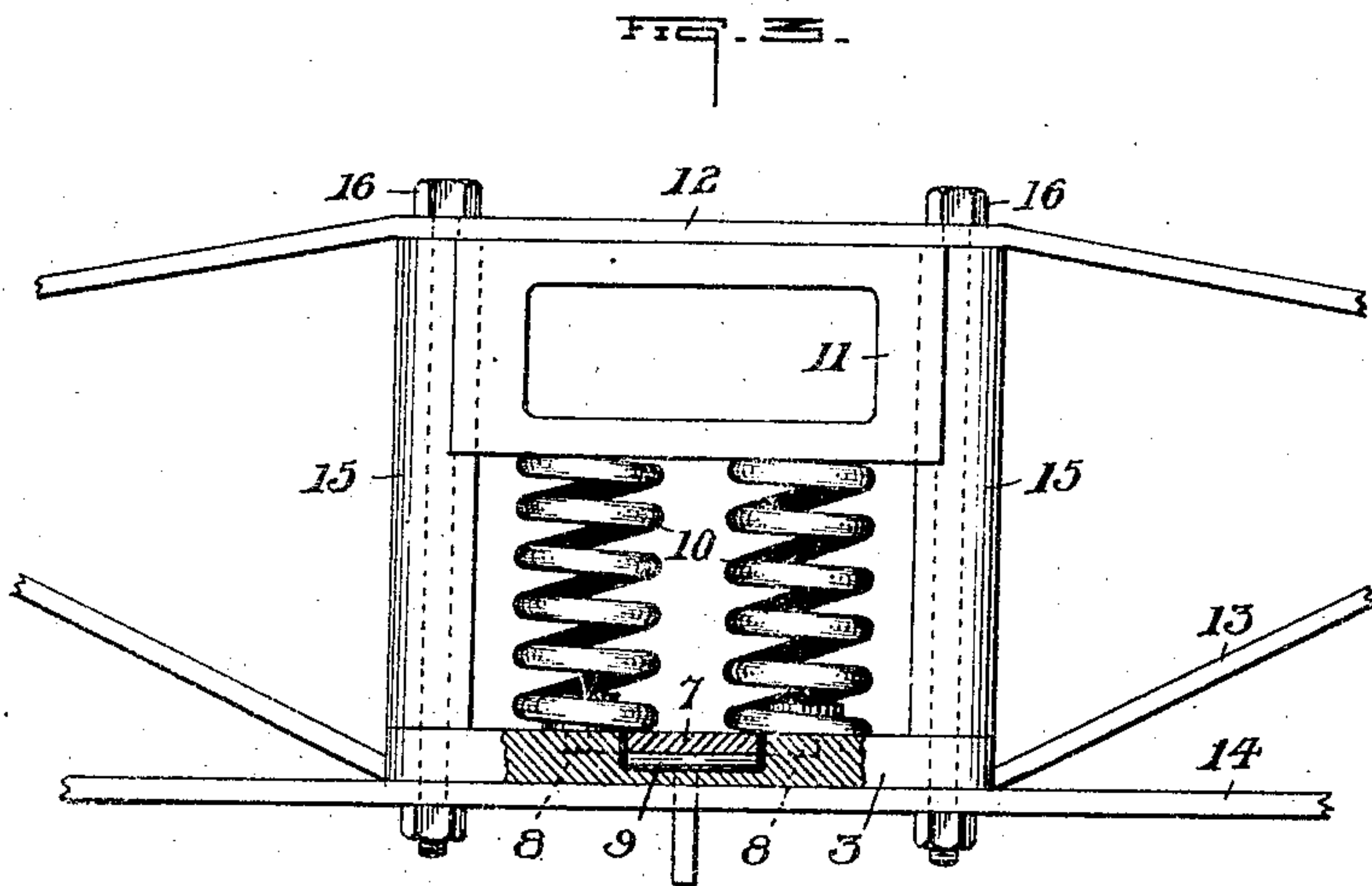
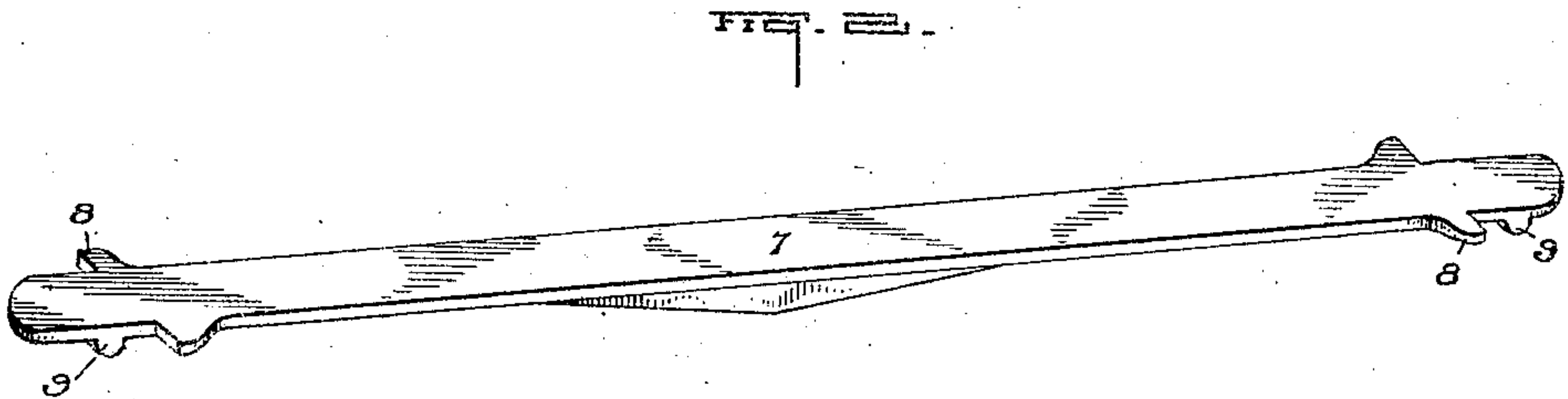
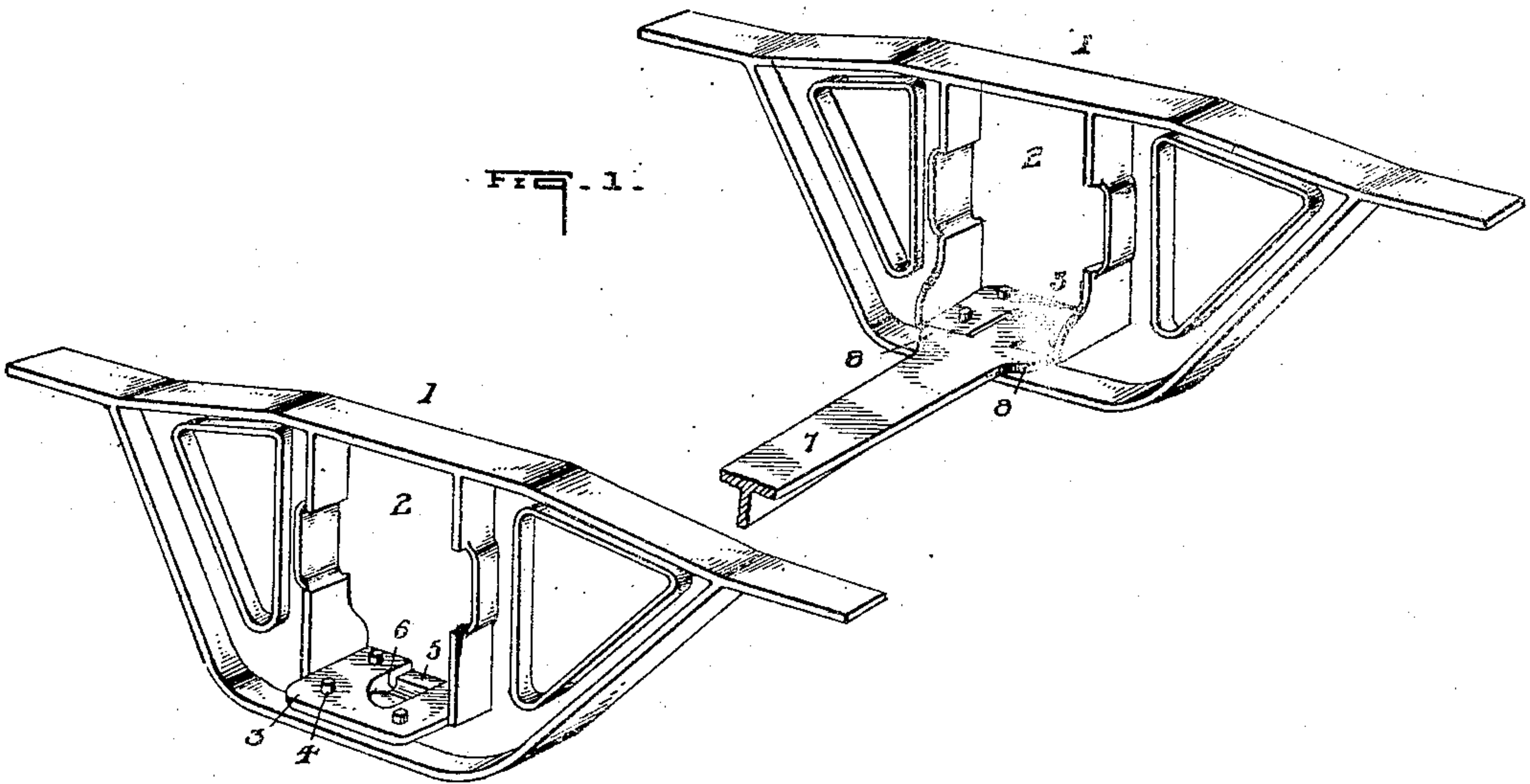


No. 869,652.

PATENTED OCT. 29, 1907.

O. S. PULLIAM.
CAR TRUCK CONSTRUCTION.
APPLICATION FILED JUNE 19, 1907.



WITNESSES:

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

CAR-TRUCK CONSTRUCTION.

No. 869,652.

Specification of Letters Patent.

Patented Oct. 29, 1907.

Application filed June 19, 1907. Serial No. 379,689.

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-Truck Construction, of which the following is a specification.

My invention relates to improvements in car-truck construction and it more particularly relates to the spring-seats and spring-planks entering into said construction.

To this end my invention consists of a new and improved car-truck construction, in the novel features, and in the combination of parts all as herein described and claimed.

In the accompanying drawing, which illustrates applications of my invention Figure 1 is a perspective view of a form of my invention employing side-frames; Fig. 2 a perspective view of a spring-plank; and Fig. 3 an end view of a form of my invention employing truck-end castings.

Referring to the drawing and first to the form of Fig. 1, 1 designates side-frames each formed with a bolster receiving-opening 2 and with a spring-seat or plate 3. As illustrated and as preferred the spring-seat is formed integral with the side-frame and is provided with spring centering lugs or projections 4, but if desired the said seat may be of a separate piece and suitably secured thereto. As shown each seat is formed with a receiving-groove 5, and with a laterally extending engaging-recess 6.

The spring-plank 7 is particularly shown by Fig. 2 and is formed near each of its ends with stop-shoulders 8 and with a downwardly projecting rounded lug 9. The respective ends of the spring-plank are adapted to fit into receiving-groove 5 and the lug 9 into the recess 6 of each of the side-frames. The shoulders 8 abut against an inner bearing base of the

spring-seat. The ends of the spring-plank are preferably rounded as shown and are adapted to fit the rounded portion of the receiving-groove 5.

In the form of Fig. 3 I have shown my invention in connection with a truck-end casting and in this form have shown springs 10 and a bolster 11 in position. For convenience of illustration the springs 10 and bolster 11 are omitted from the form of Fig. 1. The truck-end casting as illustrated comprises in addition to the spring-seat 3, top arch-bar 12, bottom arch-bar 13, connecting-rod 14, a pair of truck-end columns 15, and column-bolts 16. The spring-seat in this form is made similar to the seat of the form of Fig. 1 as well as the spring-plank. The ends of the spring-planks have a loose fit in their respective seats in the spring-seats and this provision together with the rounded contacting members will not bind the side-frames or the truck-end castings squarely in line thereby aiding in the flexibility of the car-trucks.

What I claim is:

1. In a car-truck construction, a spring-seat formed with a groove and a recess, a spring-plank having an end formed with engaging means located in the groove of the spring seat.

2. In a car-truck construction, a spring-seat formed with a depression and a laterally extending recess, a spring-plank provided with an engaging-lug fitted into the recess.

3. In a car-truck construction, a spring-seat formed with a depression adapted to receive an end of a spring-plank and a laterally extending recess, a spring-plank provided with stop-shoulders and an engaging-lug the latter adapted to fit into the recess of the spring-seat.

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

OSWALD S. PULLIAM.

Witnesses:

EDWIN L. ALLEN,
W. G. DOOLITTLE.