

O. S. PULLIAM.  
CAR BODY AND UNDERFRAME CONSTRUCTION.  
APPLICATION FILED JULY 17, 1909.

999,256.

Patented Aug. 1, 1911.

Fig. 1.

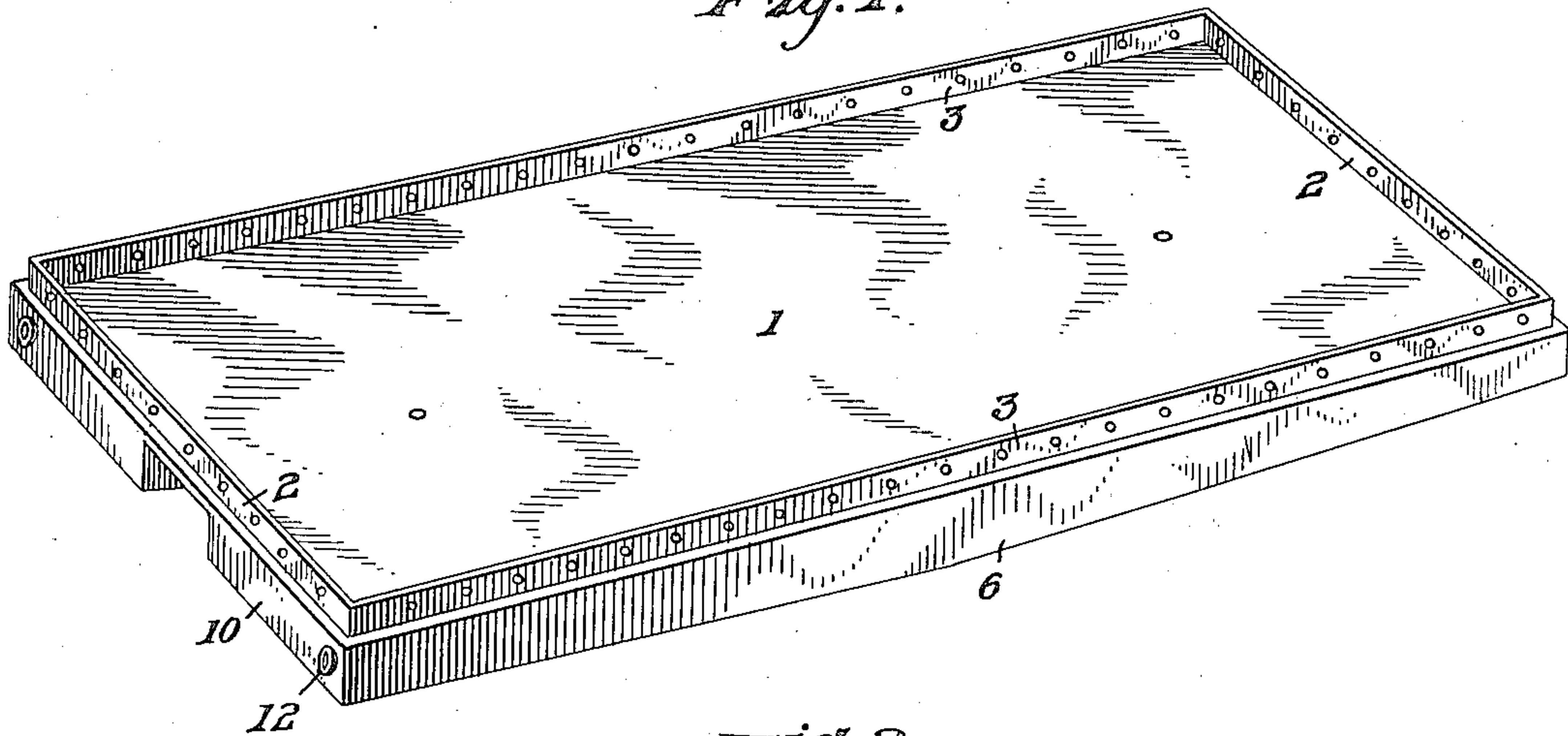


Fig. 2.

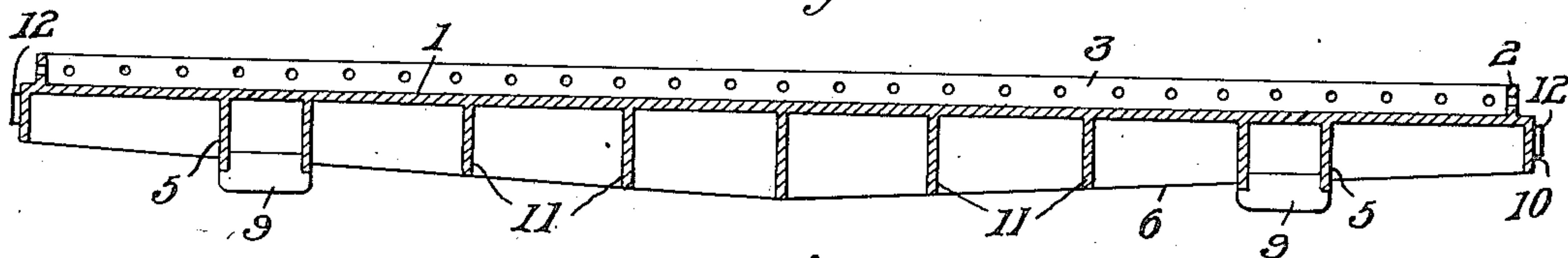


Fig. 3.

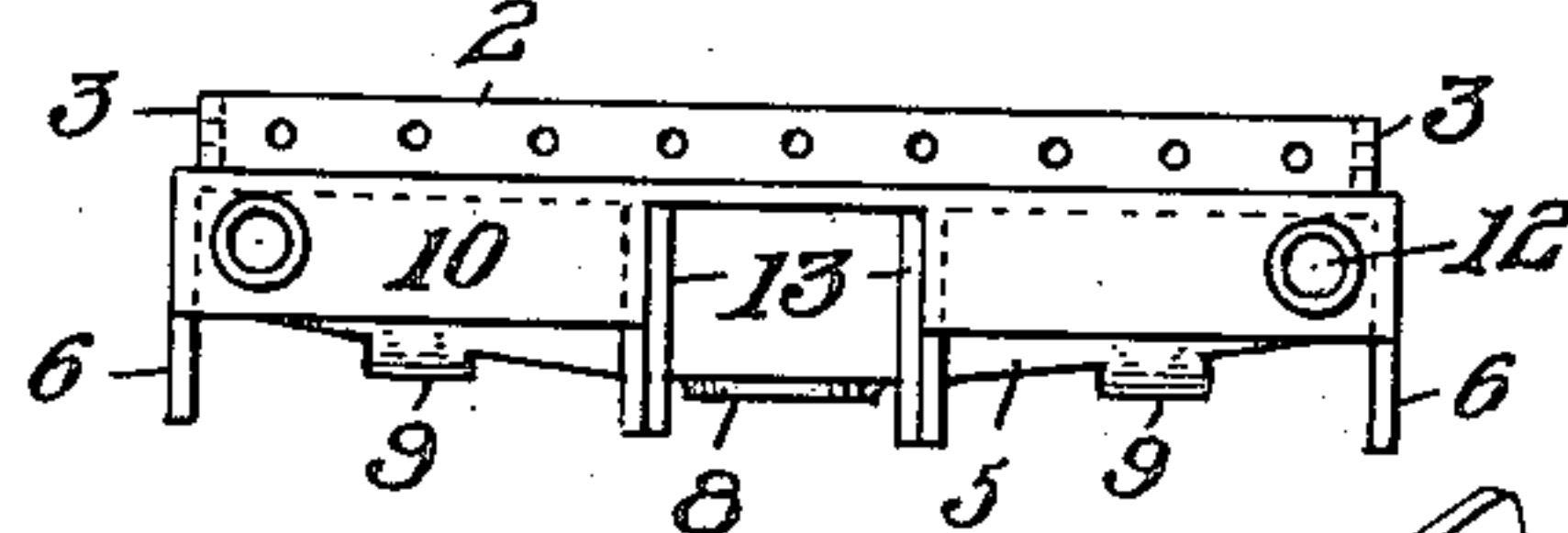
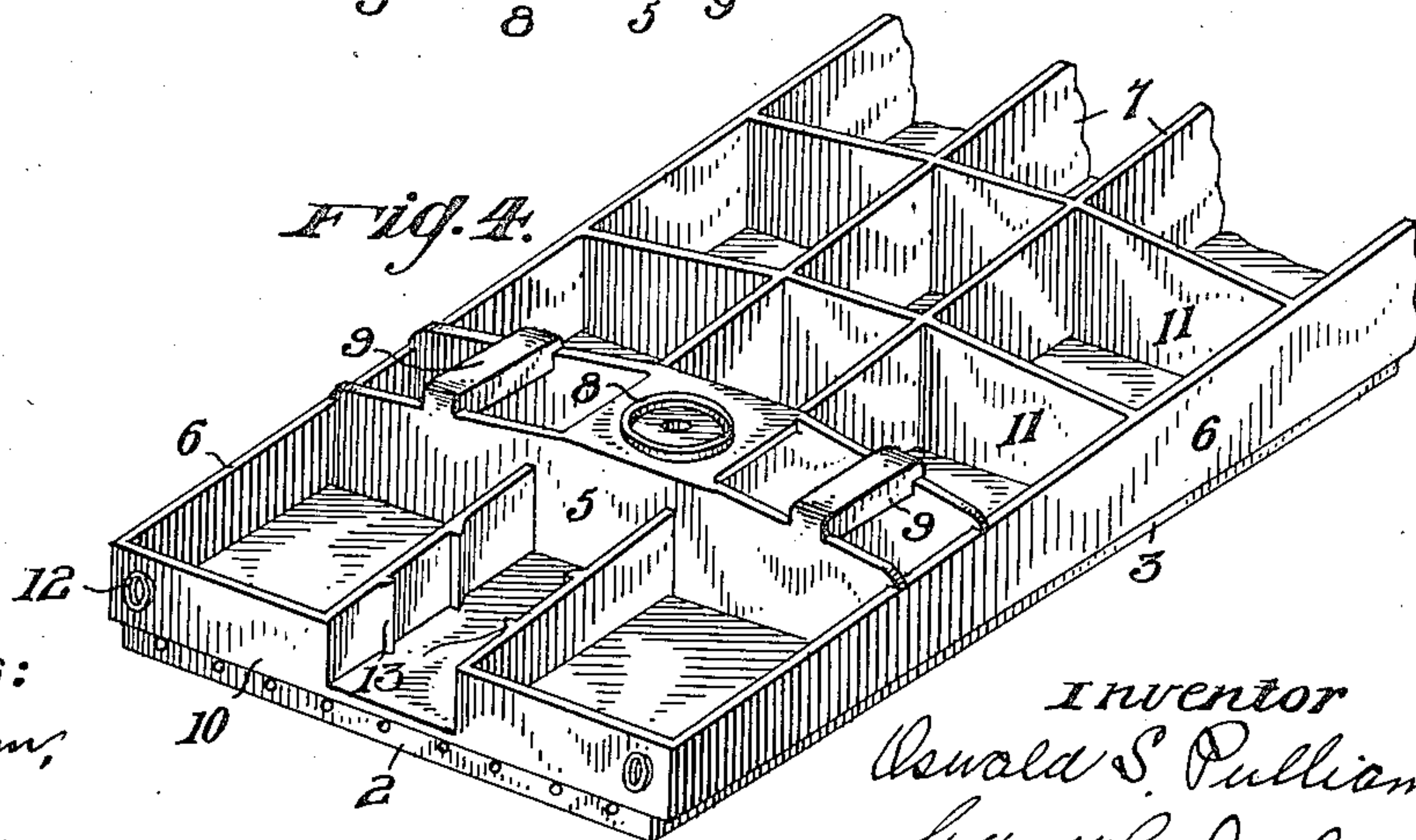


Fig. 4.



witnesses:  
J. G. Appleman,  
A. C. Way

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Oswald S. Pulliam  
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# UNITED STATES PATENT OFFICE.

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

## CAR BODY AND UNDERFRAME CONSTRUCTION.

999,256.

Specification of Letters Patent.

Patented Aug. 1, 1911.

Application filed July 17, 1909. Serial No. 508,242.

*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 Body and Underframe Construction, of which the following is a specification.

The prime object of my invention is to provide a steel body and underframe for cars, locomotive tenders and the like, formed as an integral cast-metal structure.

In the accompanying drawing, which illustrates an application of my invention, Figure 1, is a perspective view of a car-body and its underframe constructed in accordance with my invention. Fig. 2, a central longitudinal sectional view; Fig. 3, an end view; and Fig. 4, an inverted broken perspective view particularly showing the underframe.

As illustrated and as preferred, the car-body and its underframe are formed of a single steel casting. This integral construction is equally applicable to a locomotive tender-body, not shown.

Referring to the drawing, 1 designates the car-body floor, 2 end-walls, and 3 side-walls. In the embodiment of my invention as shown by the drawing both the end and side-walls extend upwardly from the floor for only a short distance, but it is evident that the height of said walls may be greatly increased.

If desired, a portion of the side and end-walls of the car-body may be formed of separate plates secured to the integral walls 2 and 3, and in the form shown, I have provided holes for the purpose of permitting plates to be riveted thereto.

Formed on the underside of the floor 1 are two body-bolsters 5, and depending from the floor and extending longitudinally of the car-body are side-sills 6 and center-sills 7. As illustrated the body-bolsters are each formed with center-plates 8 and side-bearing members 9, but these parts may constitute separate members and be suitably secured to the bolsters.

In addition to the side and center-sills, as

shown, I provide integral end-sills 10 and laterally extending members 11 connecting the side and center-sills. The end-sills may be formed with push-pockets 12 and the ends of the center sills are preferably formed with lugs 13.

The car-body and its underframe is designed to be carried on two trucks, not shown, and the dimensions of the parts may of course be varied to suit different conditions.

What I claim is:

1. A car-body and underframe construction consisting of an integral cast-metal structure comprising a floor, car-body end-walls, car-body side-walls, underframe end-sills, and underframe side-sills.

2. A car-body and underframe construction consisting of an integral cast-metal structure comprising a floor, car-body end-walls, car body side-walls, underframe end-sills, underframe side-sills, and a body-bolster.

3. A car-body and underframe construction consisting of an integral cast-metal structure comprising a floor, a laterally extending and upwardly projecting member constituting a portion of a car-body end-wall, a longitudinally extending and upwardly projecting member constituting a portion of a car-body side-wall, an underframe end-sill, and an underframe side-sill.

4. A car-body and underframe construction consisting of an integral cast-metal structure comprising a floor, a laterally extending and upwardly projecting member constituting a portion of a car-body end-wall, a longitudinally extending and upwardly projecting member constituting a portion of a car-body side-wall, an underframe end-sill disposed in a different vertical plane than the laterally extending member, and an underframe side-sill disposed in a different vertical plane than the longitudinally extending member.

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

OSWALD S. PULLIAM.

Witnesses:

A. C. WAY,

W. G. DOOLITTLE.