

(No Model.)

E. E. PRATT.
BOLSTER FOR CAR TRUCKS.

No. 248,057.

Patented Oct. 11, 1881.

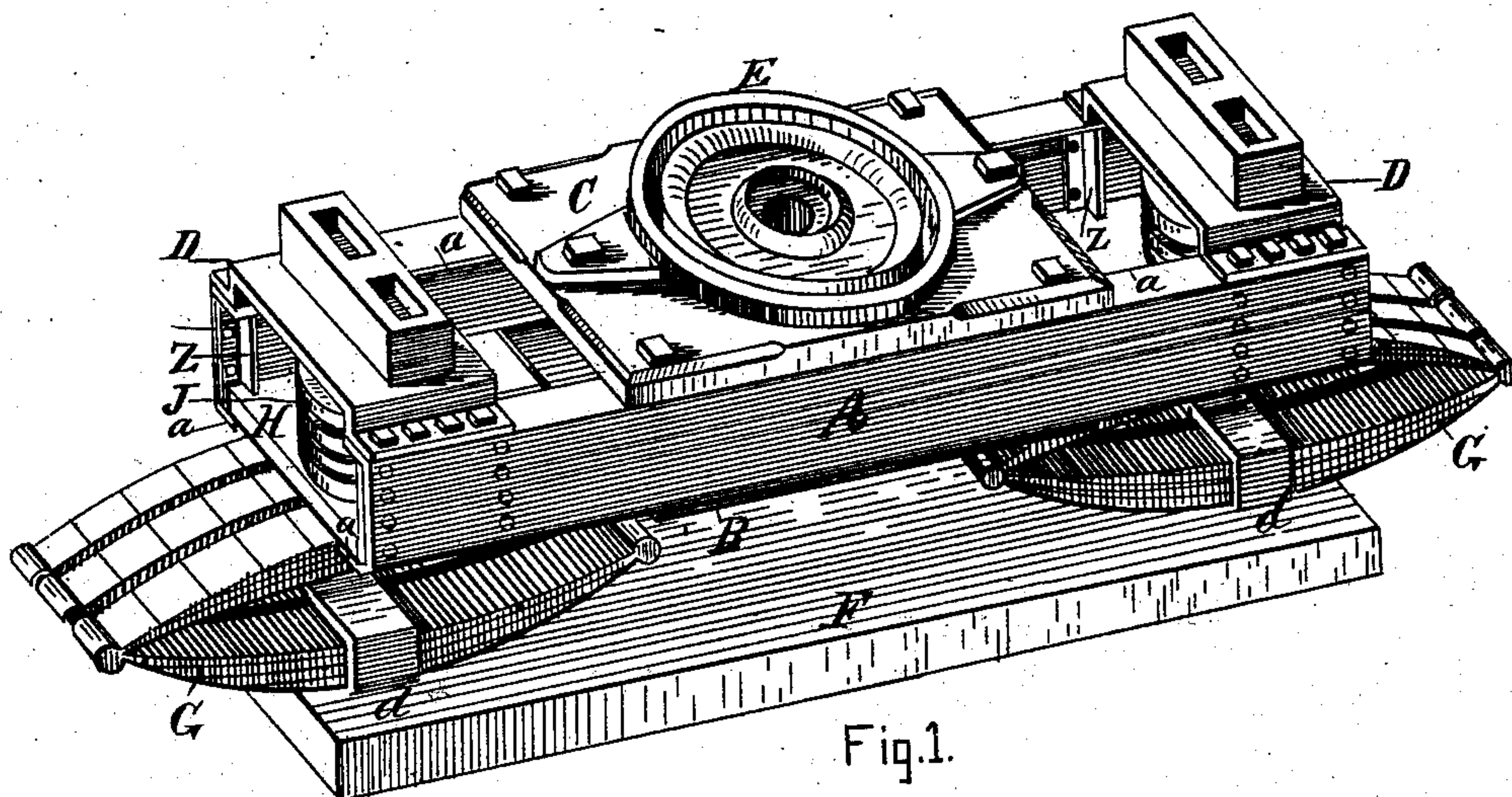


Fig. 1.

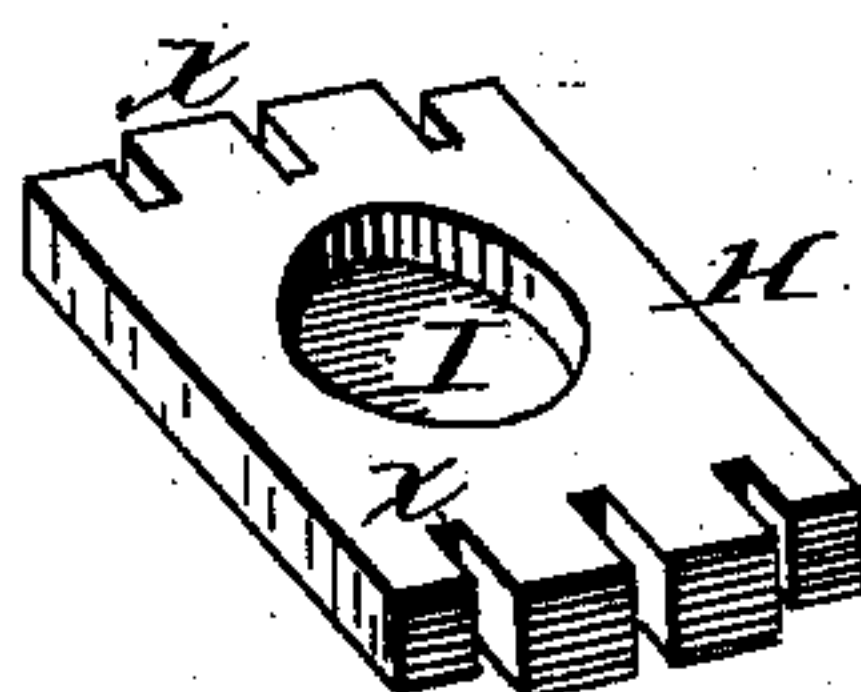


Fig. 2.

Witnesses:

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per C. A. Shaw,
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UNITED STATES PATENT OFFICE.

ELIAS E. PRATT, OF NORWOOD, MASSACHUSETTS.

BOLSTER FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 248,057, dated October 11, 1881.

Application filed July 16, 1881. (No model.)

To all whom it may concern :

Be it known that I, ELIAS E. PRATT, of Norwood, in the county of Norfolk, State of Massachusetts, have invented a certain new and useful Improvement in Bolsters for Car-Trucks, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is an isometrical perspective view, and Fig. 2 a view of the spring-cap detached.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates to the swinging bolsters of railway car-trucks; and it consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, by which a lighter, stronger, and more effective device of this character is produced than is now in ordinary use.

In the drawings, A represents the sides or body of the bolster, which are composed of vertically-arranged plates of channel-iron having the inwardly-projecting lips or flanges *a a*. These plates are connected at their lower edges by the horizontal plate B and at their upper edge by the plate C and trusses D D, to which they are firmly riveted. The plate C carries the ordinary center-plate or bearing, E, and the trusses are designed to aid in supporting the sides of the car.

The bed F is designed to be provided with the usual hanging-gear of the truck, and is surmounted with two sets of ordinary elliptic springs, G, attached to the same at *d d*.

Firmly secured to each set of the springs G there is a horizontal cap or movable bearing,

H, provided with a series of vertical slots, *x x*, and the centrally-disposed socket, I.

Projecting from the inner faces of the sides A, near the ends of the same, are a series of vertically-arranged flanged ribs, *z z*, which serve to strengthen the sides, and also extend into the slots *x x* and act as guides for the cap H when the same is in position in the body of the bolster, as shown in Fig. 1.

A coiled spring, J, having its lower end inserted in the socket I, is mounted on each of the caps H, its upper end being properly secured in position against the under side of the truss D.

In the use of my improvement it will be obvious that I obtain all the advantages arising from the employment of the ordinary springs G and auxiliary springs J without increasing the height of the truck, the cap H working vertically on the guides *z* as the spring J is compressed or relieved.

It will also be obvious that two or more auxiliary springs may be used on each of the caps H, if desired, and that the form of the guides *z* may be changed without departing from the spirit of my invention.

Having thus explained my improvement, what I claim is—

The combination of the bolster-frame composed of the connected parallel flanged plates, arranged edgewise and having vertical strengthening guide-ribs at each end, the caps vertically movable on said guide-ribs, the bed, the elliptic springs interposed between the bed and movable caps, and the auxiliary springs arranged between the caps and the trusses connecting the side plates, substantially as described.

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Witnesses:

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