

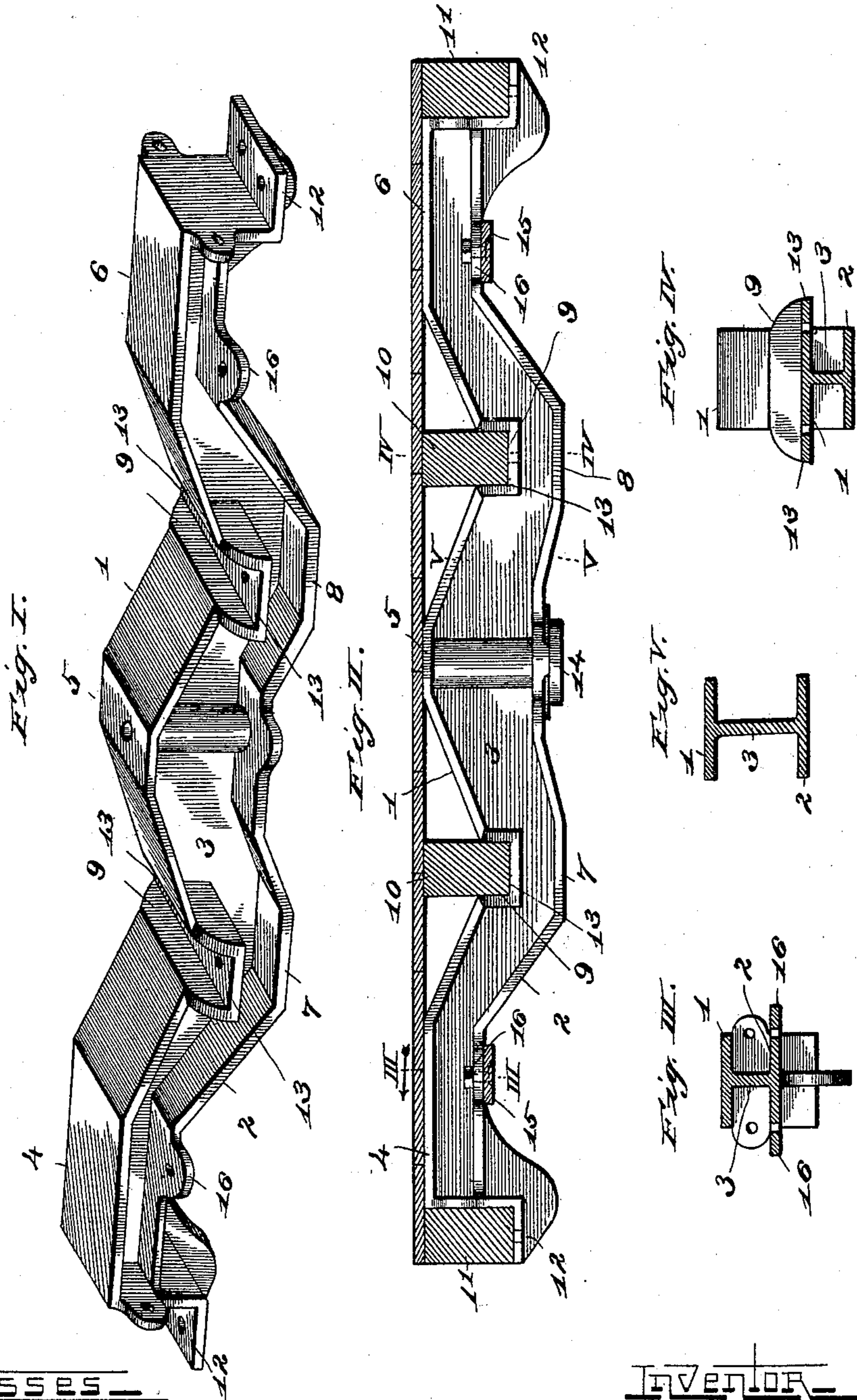
No. 632,180.

Patented Aug. 29, 1899.

T. M. GALLAGHER.
BODY BOLSTER FOR RAILWAY CARS.

(Application filed Apr. 6, 1899.)

(No Model.)



WITNESSES—

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UNITED STATES PATENT OFFICE.

THOMAS M. GALLAGHER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE
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BODY-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 632,180, dated August 29, 1899.

Application filed April 6, 1899. Serial No. 711,986. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. GALLAGHER, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have
5 invented a certain new and useful Improvement in Body-Bolsters for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this
10 specification.

The object of my invention is to provide a bolster in the use of which the car-body is lowered with relation to the truck and which also provides a better support for the floor
15 of the car-body than has heretofore been afforded.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

20 Figure I is a perspective view of my improved bolster. Fig. II is a side view. Fig. III is a section taken on line III III, Fig. II, looking in the direction of the arrow. Fig. IV is a section taken on line IV IV, Fig. II.
25 Fig. V is a section taken on line V V, Fig. II.

The bolster has an upper flange 1, a lower flange 2, and a centrally-located vertical connecting-web 3.

The bolster, considered as a whole, has elevated ends and middle portions 4, 5, and 6
30 and depressed intermediate portions 7 and 8. The flat top surfaces of the elevated portions are designed to bear against the floor of the car and support it, as shown in Fig. II, while
35 the upper faces of the depressed portions are formed with grooves 9 to receive the inner sills 10 of the car-body, the outer sills 11 resting upon ledges 12 at the ends of the bolster. With a bolster thus formed a good support is
40 afforded for the car-floor, and the car-body is lowered considerably, which is a desirable feature. To strengthen the bolster at the lowest parts of the depressed portions, which are vertically the thinnest parts of the bolster, I widen the upper flange 1 directly beneath the sills, as shown at 13, Fig. IV.

14 represents the center bearing of the bolster and 15 the side bearing. The center bearing is an integral part of the bolster, and
50 the side bearing may either be integral, or,

as shown, may be separate parts bolted to perforated ears 16, cast on the lower flange 2.

I claim as my invention—

1. A body-bolster for railway-cars formed with elevated outer and middle portions and depressed intermediate portions, substantially as set forth. 55

2. A body-bolster for railway-cars formed with elevated outer and middle portions, and depressed intermediate portions having
60 grooves to receive the sills of the car-body, substantially as set forth.

3. A body-bolster for railway-cars formed with elevated outer and middle portions adapted to bear against the floor of the car-body, depressed intermediate portions adapted to receive the inner sills of the car-body, and end ledges adapted to receive the outer sills of the car-body, substantially as set forth. 65

4. A body-bolster for railway-cars formed with an upper and a lower flange and a centrally-located vertical connecting-web; said bolster having elevated outer and middle portions and depressed intermediate portions, substantially as and for the purpose set forth. 70 75

5. A body-bolster for railway-cars formed with elevated outer and middle portions, and depressed intermediate portions; said elevated portions being provided with center and side bearings on their lower surfaces, substantially as set forth. 80

6. A body-bolster for railway-cars constructed with an upper flange formed with elevated outer and middle parts and depressed intermediate parts, and with a lower flange
85 formed with elevated outer and middle parts and depressed intermediate parts; substantially as set forth.

7. A body-bolster for railway-cars constructed with an upper flange formed with elevated outer and middle parts, and depressed intermediate parts having grooves to receive the sills of the car-body, and with a lower flange formed with elevated outer and middle parts and depressed intermediate
90 parts; substantially as set forth. 95

8. A body-bolster for railway-cars constructed with an upper flange formed with elevated outer and middle parts adapted to bear against the floor of the car-body, de- 100

pressed intermediate parts adapted to receive the inner sills of the car-body, and end ledges adapted to receive the outer sills of the car-body, and provided with a lower flange formed
5 with elevated outer and middle parts and depressed intermediate parts; substantially as set forth.

9. A body-bolster for railway-cars constructed with an upper and a lower flange
10 and a centrally-located vertical connecting-web; said bolster having elevated outer and middle parts and depressed intermediate parts at top and bottom; substantially as set forth.

10. A body-bolster for railway-cars constructed with an upper flange formed with
15 elevated outer and middle parts and depressed intermediate parts, and a lower flange formed with elevated outer and middle parts and depressed intermediate parts; said elevated
20 parts of the lower flange being provided with center and side bearings on the lower surface; substantially as set forth.

THOMAS M. GALLAGHER.

In presence of—

E. S. KNIGHT,

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