

No. 723,521.

PATENTED MAR. 24, 1903.

G. G. FLOYD.
CAR TRUCK BOLSTER AND BOLSTER FRAME.
APPLICATION FILED JAN. 17, 1903.

NO MODEL.

Fig. I.

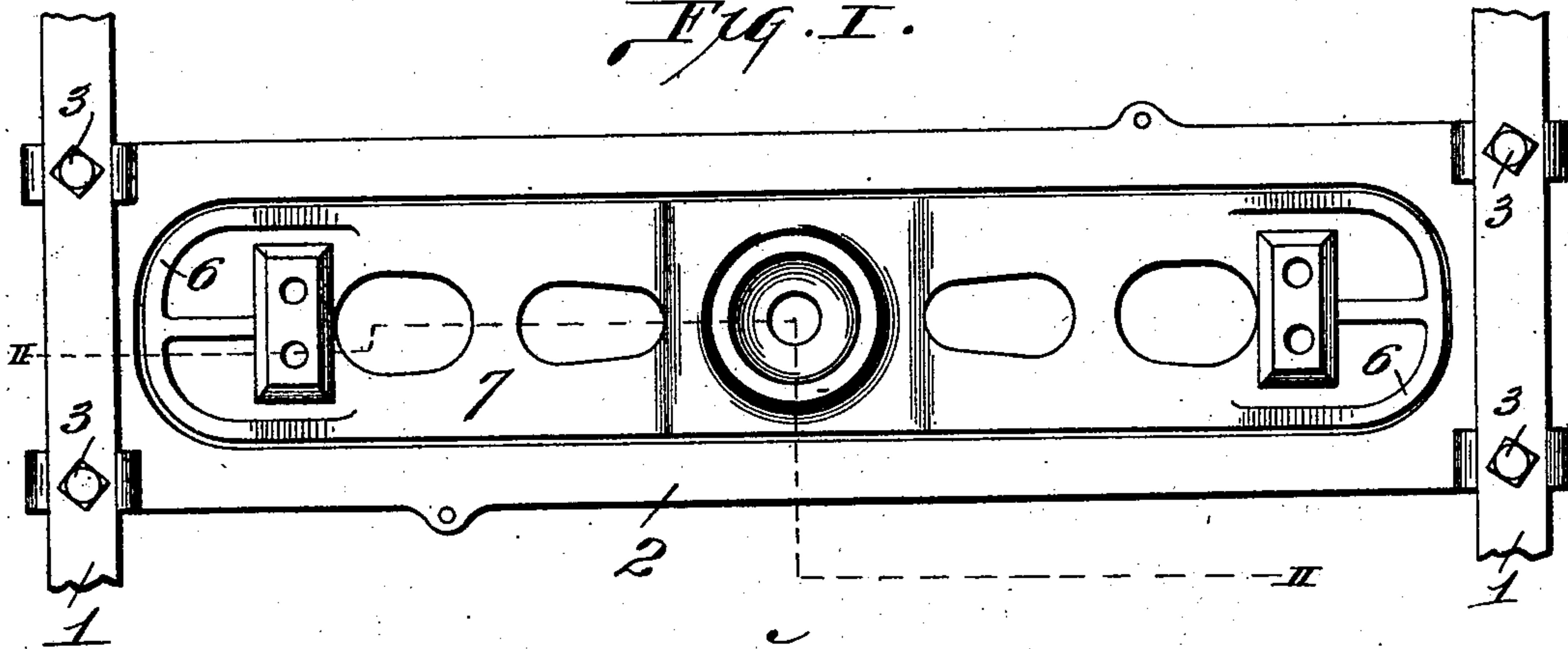


Fig. II.

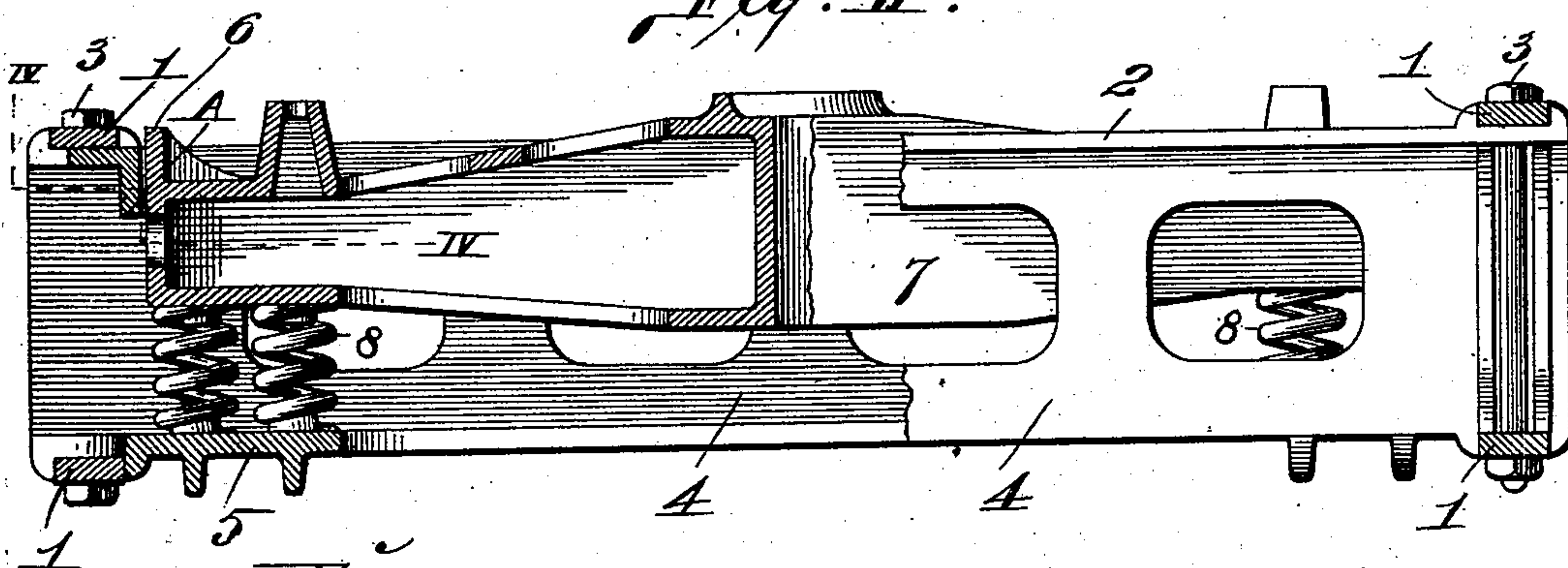


Fig. III.

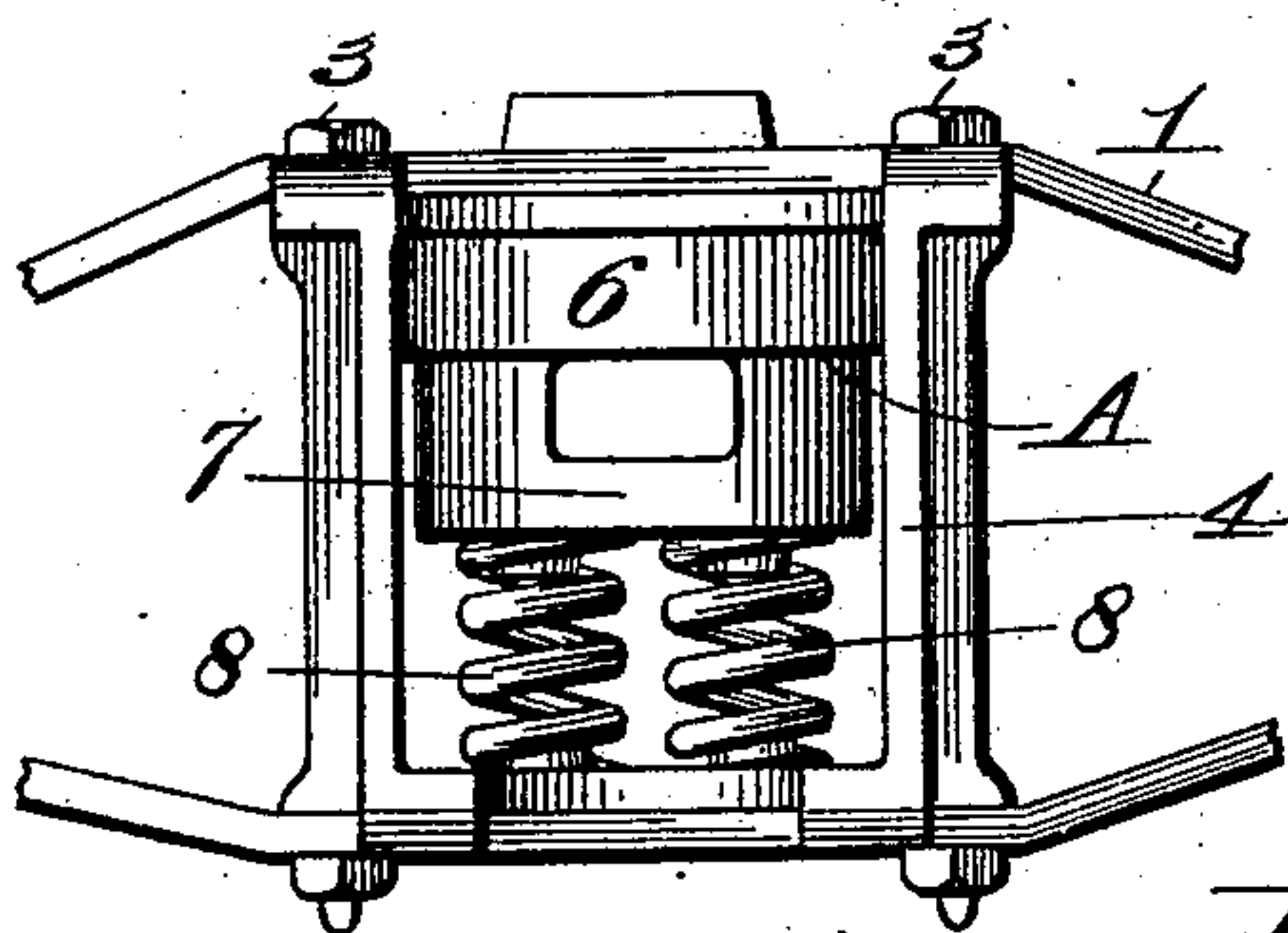


Fig. IV.

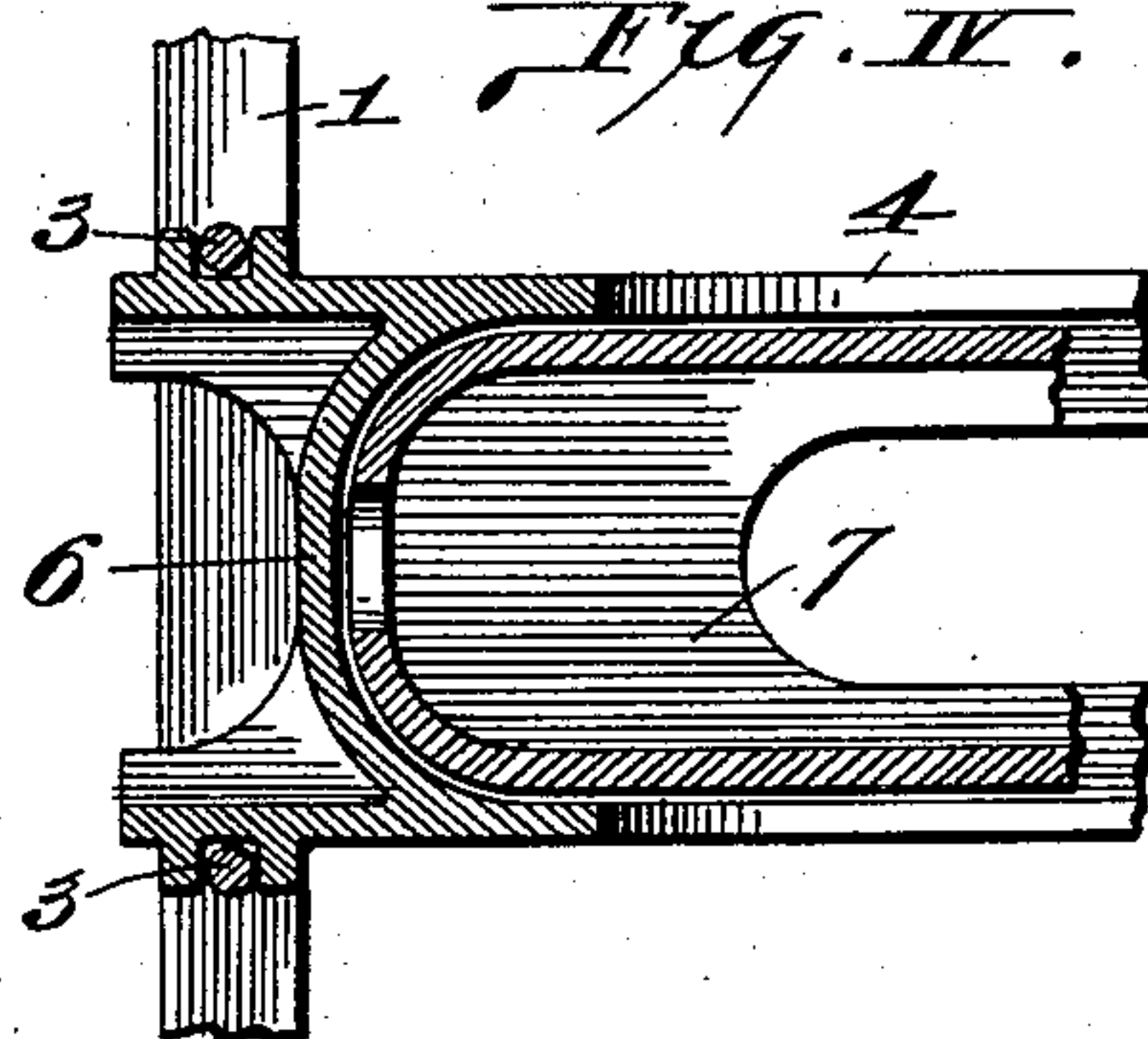
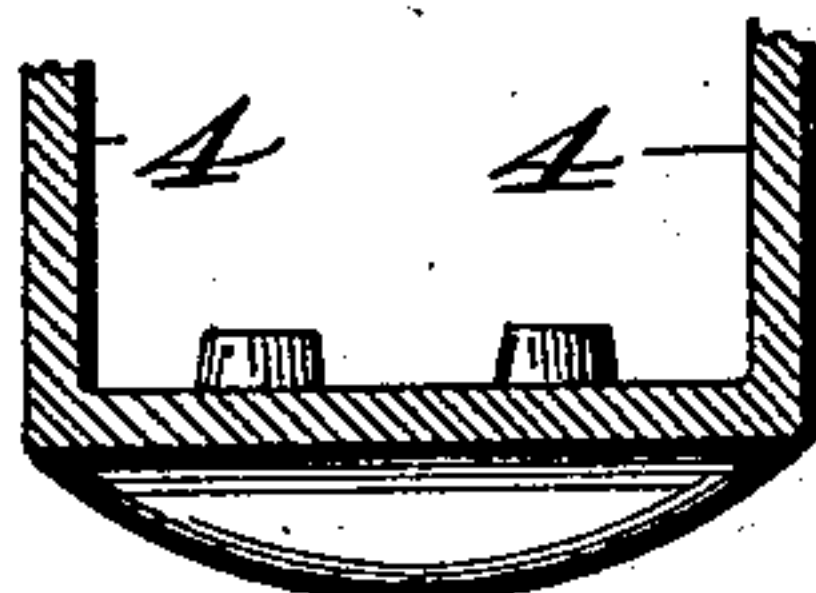


Fig. V.



attest:—
M. P. Smith,
E. J. Knight

Inventor:—
Geo. G. Floyd:—
By *Wm. H. Bro*
attys.

UNITED STATES PATENT OFFICE.

GEORGE G. FLOYD, OF ST. LOUIS, MISSOURI, ASSIGNOR TO AMERICAN
STEEL FOUNDRIES, OF ST. LOUIS, MISSOURI, A CORPORATION.

CAR-TRUCK BOLSTER AND BOLSTER-FRAME.

SPECIFICATION forming part of Letters Patent No. 723,521, dated March 24, 1903.

Application filed January 17, 1903. Serial No. 139,369. (No model.)

To all whom it may concern:

Be it known that I, GEORGE G. FLOYD, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Car-Truck Bolsters and Bolster-Frames, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

The object of my present invention is to so form the bolster and bolster-frame as to facilitate their manufacture and increase their durability, as well as to improve their general appearance.

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

Figure I is a top or plan view of my improved bolster and bolster-frame. Fig. II is a side view, part in section, taken on line II II, Fig. I. Fig. III is an end view. Fig. IV is a detail horizontal section taken on line IV IV, Fig. II. Fig. V is a detail vertical section of the bolster-frame.

Referring to the drawings, 1 represents the arch-bars of the side frames of a truck-bolster. These arch-bars are fitted to the ends of the bolster-frame 2, where they are held by bolts 3. The bolster-frame is made in the form of a casting and is composed of sides 4, spring-seats 5, and circular end portions 6, that connect the sides 4 together near each end of the frame, preferably just inside of

the position occupied by the arch-bars, as shown in Fig. IV. These circular end walls extend down from the top of the frame a suitable distance, as shown at A, Figs. II and III, to form guides or bearings for the rounded ends 6 of the bolster 7. The bolster fits within the frame 2, resting upon springs 8, that are supported on the seats 5. The bolster is formed of cast metal, and, as stated, its ends are rounded to correspond with the convexity of the end walls 6, the result being that the parts are easily fitted together, as there are no sharp angles or corners, and a good substantial bearing between the frame and bolster at the ends of the latter is provided.

I claim as my invention—

1. In a car-truck, the combination of a bolster and bolster-frame, the latter having its sides joined together by circular end walls, and the former having its ends formed to correspond to the shape of said walls, substantially as set forth.

2. In a car-truck, the combination of a bolster and bolster-frame, the latter consisting of sides having spring-seats and circular walls joining the sides together at the top of the frame, and the former having its ends shaped to correspond to the shape of said walls, substantially as set forth.

GEO. G. FLOYD.

In presence of—

E. S. KNIGHT,
M. P. SMITH.