

No. 734,372.

PATENTED JULY 21, 1903.

J. W. SEAVER.

BODY BOLSTER FOR RAILWAY CARS.

APPLICATION FILED NOV. 11, 1902.

NO MODEL.

Fig. 1.

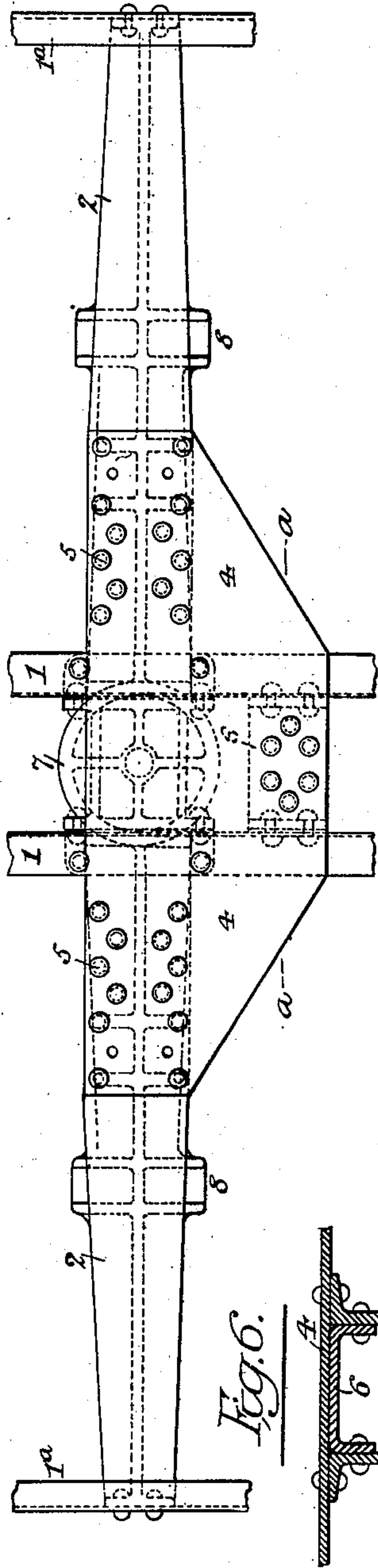


Fig. 6.

Fig. 2.

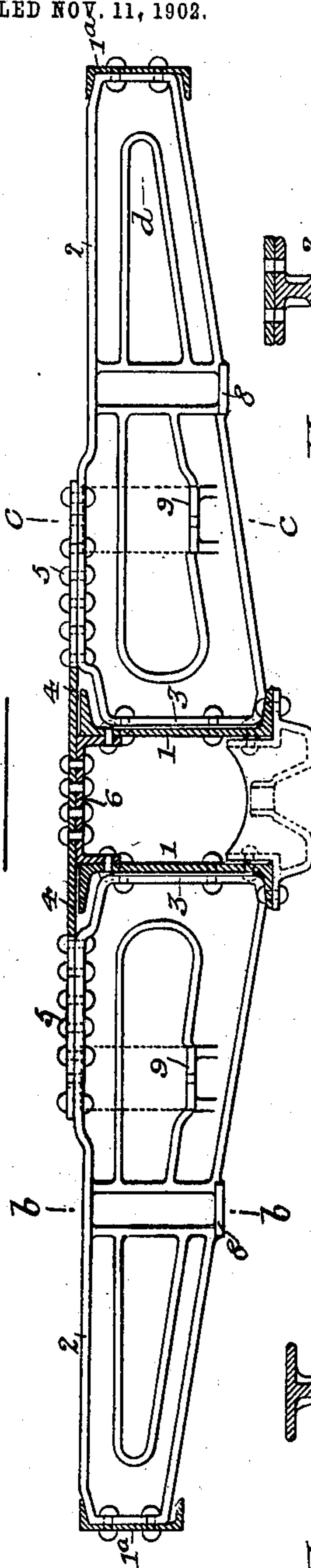
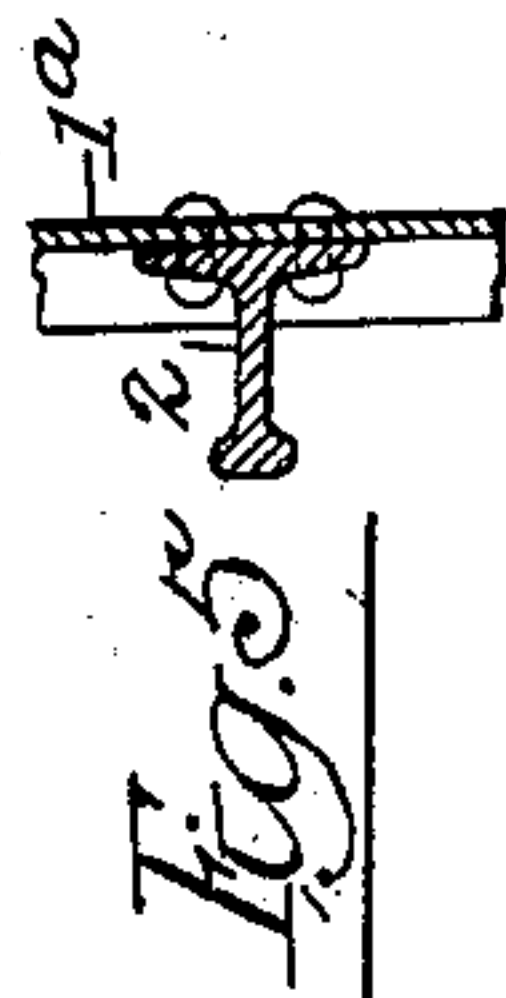
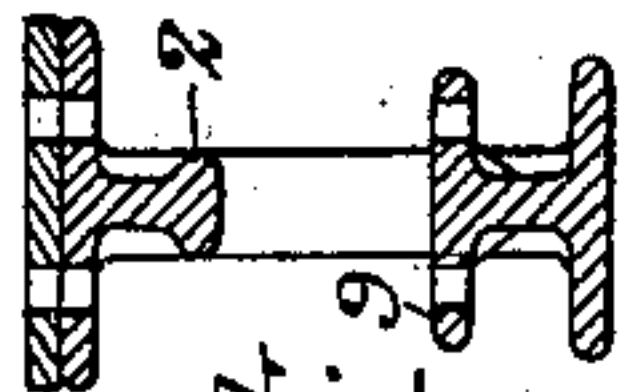


Fig. 5.

Fig. 4.



Witnesses:-

Titus H. Jones.

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UNITED STATES PATENT OFFICE.

JOHN W. SEAVER, OF CLEVELAND, OHIO.

BODY-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 734,372, dated July 21, 1903.

Application filed November 11, 1902. Serial No. 130,908. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. SEAVER, a citizen of the United States, and a resident of Cleveland, Ohio, have invented certain Improvements in Body-Bolsters for Railway-Cars, of which the following is a specification.

The object of my invention is to provide a strong and rigid body-bolster for use in connection with metallic cars, an object which I attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of a body-bolster constructed in accordance with my invention. Fig. 2 is a view, mainly in elevation, but partly in section, on the line *a a*, Fig. 1. Fig. 3 is a transverse section on the line *b b*, Fig. 2. Fig. 4 is a transverse section on the line *c c*, Fig. 2. Fig. 5 is a sectional plan on the line *d d*, Fig. 2; and Fig. 6 is a view illustrating a modification of the invention.

1 1 represent the center sills with which the bottom of a metallic railway-car is usually provided, these sills in the present instance consisting of channels having vertical webs and horizontal top and bottom flanges, although they may be otherwise shaped, if desired.

The bolster comprises the opposite members 2, which are of similar form and project laterally from the sills 1, these members consisting of castings of steel or malleable iron and having inner webs 3, which are riveted to the sills 1, as shown in Fig. 2, the outer ends of the castings being riveted to the side sills 1^a. The castings 2 are also secured to the sills 1 by means of a web-plate 4, which extends from one casting 2 to the other across the tops of the sills and is also extended longitudinally beyond the castings in its central portion. Those portions of the web-plate 4 which overlap the castings 2 are riveted thereto, as indicated at 5, and the longitudinally-extending central portion of the

web-plate is secured to the vertical webs of the sills by means of a bracket-plate 6, suitably riveted to the webs of said sills and to the web-plate, as shown in Figs. 1 and 2. By this means a strong and rigid connection of the bolster-castings 2 and the sills 1 is effected, and the desired stiffness and strength of the bolster are insured.

The bolster has seats 9 for the support of the longitudinal timber sills sometimes employed in addition to the center sills 1, these seats, as well as the top flanges of the bolster and the web-plate 6, being perforated for the reception of the bolts whereby said supplementary sills are secured in place. (See Fig. 4.)

The sills 1 have secured to them the usual central bearing 7 for engagement with a center bearing on the truck-bolster, and the bottom web of the bolster is extended, as shown at 8 in Figs. 2 and 3, so as to constitute the side bearings of the bolster. The web-plate 4 may be riveted to the upper flanges of the sills in addition to the use of the bracket-plate 6, if desired, as shown in Fig. 6.

Having thus described my invention, I claim and desire to secure by Letters Patent—

A body-bolster for railway-cars comprising opposite members secured to the center sills of the car-frame, a web-plate secured to the upper portions of said bolster members and having a longitudinally-projecting portion, and a bracket-plate whereby said longitudinally-projecting portion of the web-plate is secured to the sills, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN W. SEAVER.

Witnesses:

CLEMENT F. STREET,
N. R. FAIRLAMB.