

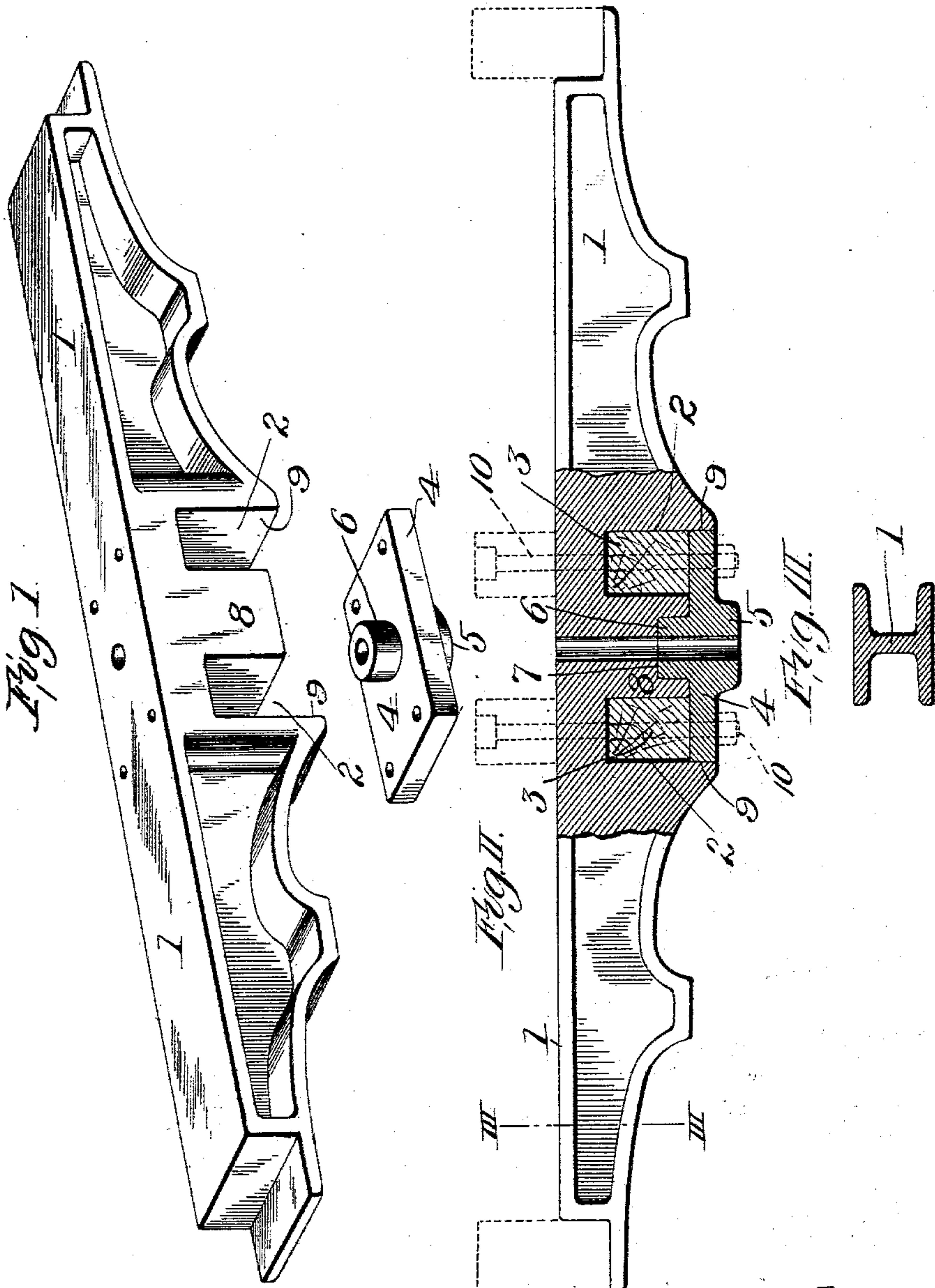
No. 753,112.

PATENTED FEB. 23, 1904.

J. S. ANDREWS.  
BOLSTER.

APPLICATION FILED SEPT. 23, 1901.

NO MODEL.



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# UNITED STATES PATENT OFFICE.

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## BOLSTER.

SPECIFICATION forming part of Letters Patent No. 753,112, dated February 23, 1904.

Application filed September 23, 1901. Serial No. 76,246. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES S. ANDREWS, 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 Bolsters, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to an improved body-bolster for railway-cars, the object of my invention being to so construct the bolster as to permit the renewal of draft-timbers without removing the bolster or withdrawing the bolts that hold the draft-timbers in place.

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

Figure I is a perspective view of my improved bolster with the center bearing detached. Fig. II is a side view part in vertical longitudinal section. Fig. III is a transverse section taken on line III III, Fig. II.

1 represents a cast bolster which, as I have shown, is of the I-beam form in cross-section; but this shape is not essential to my invention. The lower central part of the bolster is formed with recesses 2 to receive the draft-timbers 3 of the rigging, and the lower middle part 4 of the bolster is made in a separate piece and is set into the body, as shown clearly in Fig. II. This removable part or plate carries the center bearing 5, and its upper face is provided with a stud 6, that fits in a socket 7, formed in the middle part 8 of the body of the bolster. This stud, together with the fact that the plate fits up against the part 8 of the bolster and between the faces 9, forms a secure union between the plate and the body when the bolts 10 are applied.

When it is necessary to renew the draft-timbers, they can be taken out by simply removing the nuts from the bolts 10. The plate 4 and draft-timbers can then be slipped downwardly on the bolts. New timbers can then be inserted and the plate and nuts replaced, the operation being performed without hav-

ing to remove the bolts, which is a difficult thing to do.

I claim as my invention—

1. A car-bolster having a recessed under side with draft-timbers located in the recessed portion and a compression part also in said recessed portion.

2. A car-bolster having a recessed under side with draft-timbers located in the recessed portion and a compression part also in said recessed portion between the draft-timbers.

3. A car-bolster having a recessed under side with draft-timbers located in the recessed portion and a compression part also in said recessed portion holding the draft-timbers in place.

4. A cast body-bolster for railway-cars having draft-timbers inserted into and removably secured in the under side thereof.

5. A body-bolster for railway-cars having an open recess on its under side to receive draft-timbers and a filler-block or compression member.

6. A body-bolster for railway-cars constructed with a recess on its under side, a compression part in said recess leaving spaces on opposite sides thereof and draft members in said spaces between the compression part and the sides of the recess.

7. In a body-bolster for railway-cars the combination of a bolster having a recess on its under side, draft-timbers in said recess and a two-part compression member, one part of which is located in a recess between the draft members and the other part of which closes the lower portion of the recess and is removable.

8. In a body-bolster for railway-cars the combination of a bolster having a recess on its under side, draft-timbers in said recess and a two-part compression member, one part of which is located in a recess between the draft members and the other part of which closes the lower portion of the recess and is removable and extends from side to side of the recess beneath the timbers.

9. A body-bolster having its central lower



portion removable whereby the draft-timbers can be taken out without removing their connecting-bolts, substantially as set forth.

5 10. A cast body-bolster having recesses for the draft-timbers, and a removable portion beneath the draft-timbers, substantially as and for the purpose set forth.

10 11. A body-bolster having recesses for the draft-timbers, and a removable section set into the body of the bolster beneath the draft-timbers, substantially as set forth.

15 12. A body-bolster having recesses for the draft members, and a removable section set into the body of the bolster, and having a stud fitting in a socket in the central part of the body, substantially as set forth.

20 13. A body-bolster, composed of a casting having a recess formed in its under side adapted to receive the draft members, and a combined center plate and compression-block adapted to be located within said recess, substantially as specified.

25 14. A body-bolster for railway-cars, consisting of a casting having a recess formed in its under side adapted to receive the draft members, and a center bearing removably located in said recess, substantially as specified.

30 15. A body-bolster for railway-cars consisting of a casting having downward and outward extensions at its ends, and provided with a recess in its under side adapted to receive the draft members, a combined center bearing and compression block located in said

recess and means for holding the said center bearing and compression-block in position thereon. 35

16. A body-bolster for railway-cars, comprising a casting consisting of a top member, lower members having their outer ends formed integral with the top and integral connections 40 connecting the inner ends of the lower members with the top and there being a recess or space between the connections which connect the inner ends of the said lower members with the top, and a removable center bearing and 45 compression-block adapted to be located in said recess, substantially as specified.

17. A car-bolster for railway-cars, comprising a casting consisting of a top having downward and outward extensions integral with its 50 ends, lower members having their outer ends formed integral with the said extensions, integral connections connecting the inner ends of the lower members with the top, there being a recess or space between the said members 55 adapted to receive the draft members, a combined center bearing and compression-block located within said recess or space, and means for holding the said center bearing and compression block in position, substantially as 60 specified.

JAMES S. ANDREWS.

In presence of—

E. S. KNIGHT,

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