

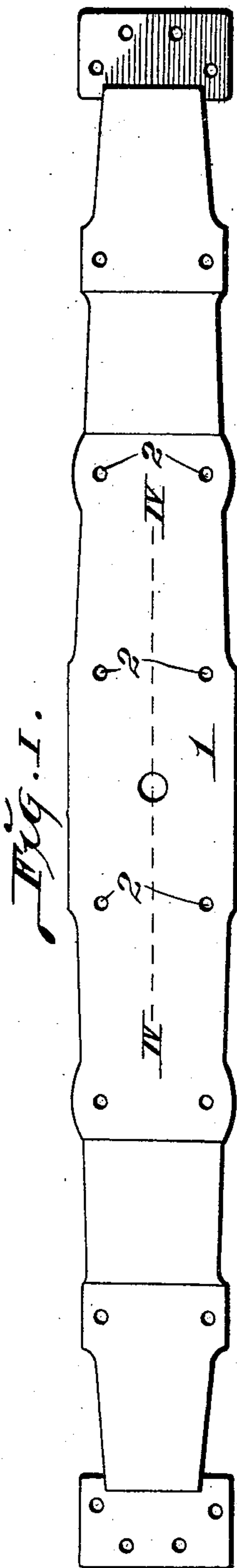
No. 763,278.

PATENTED JUNE 21, 1904.

J. GREEN.
BODY BOLSTER.

APPLICATION FILED MAR. 24, 1904.

NO MODEL.



attest,
W. P. Smith
E. J. Knight

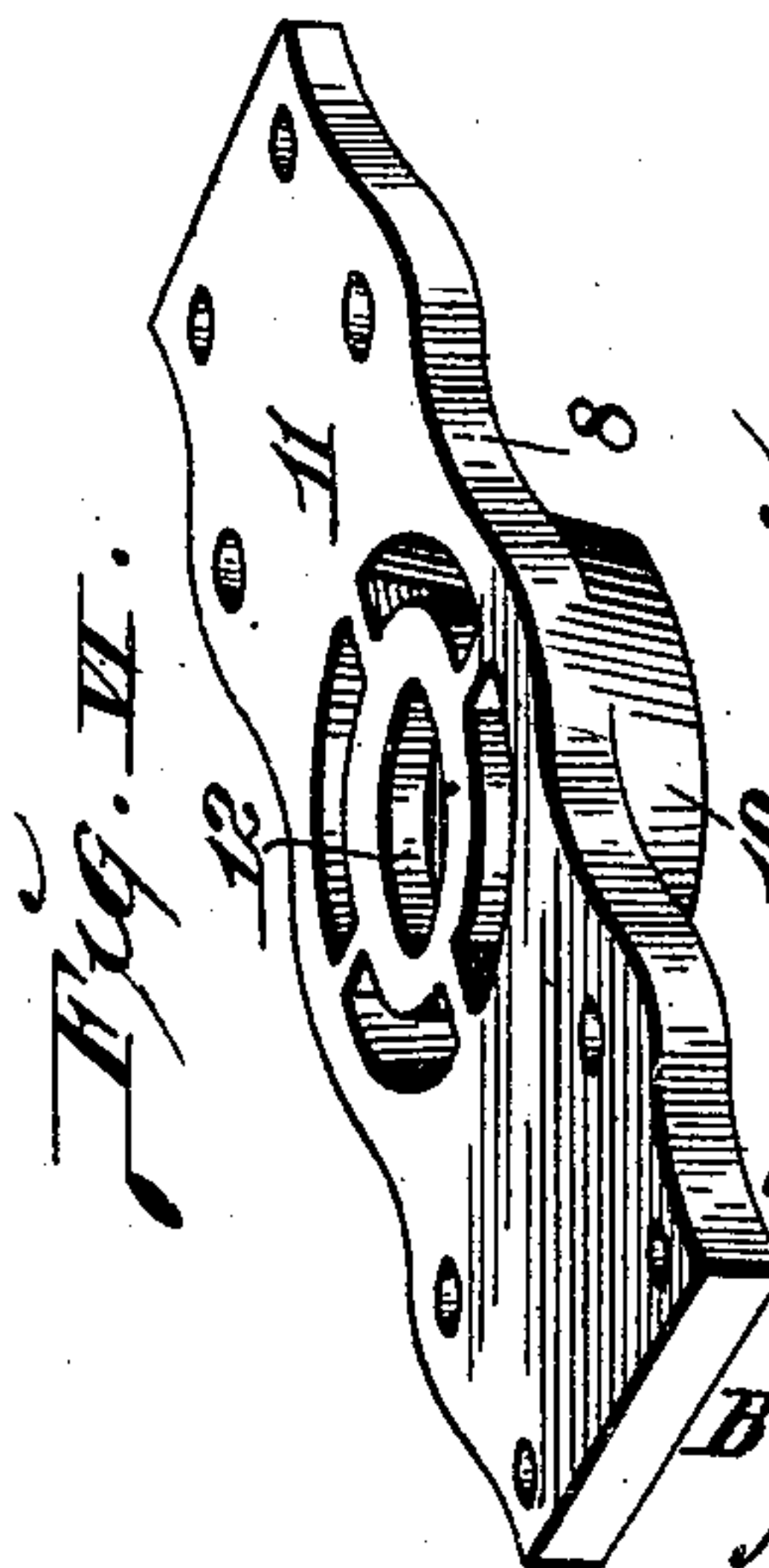
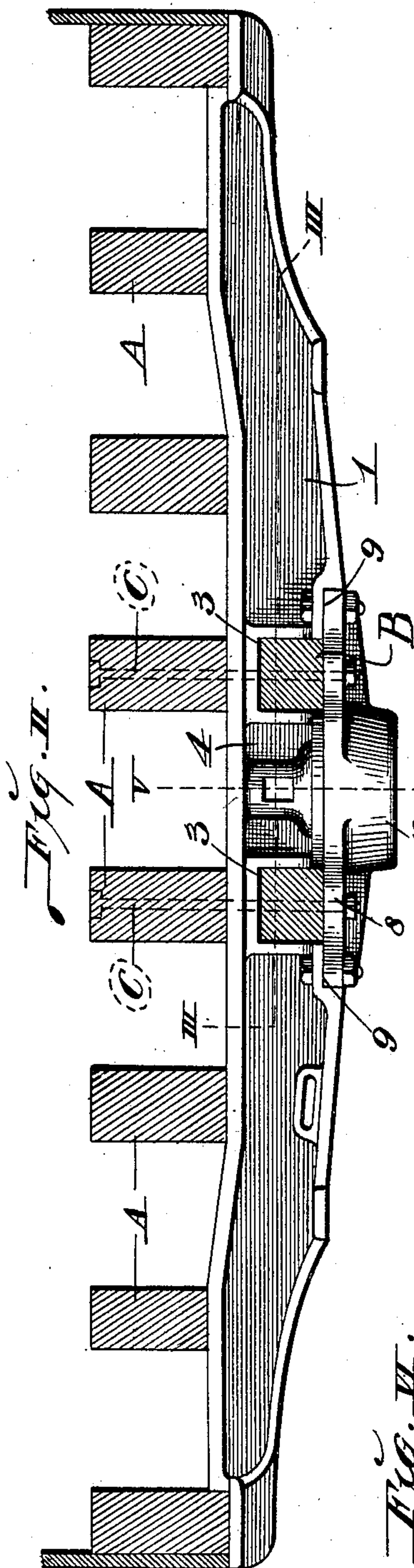


Fig. III.

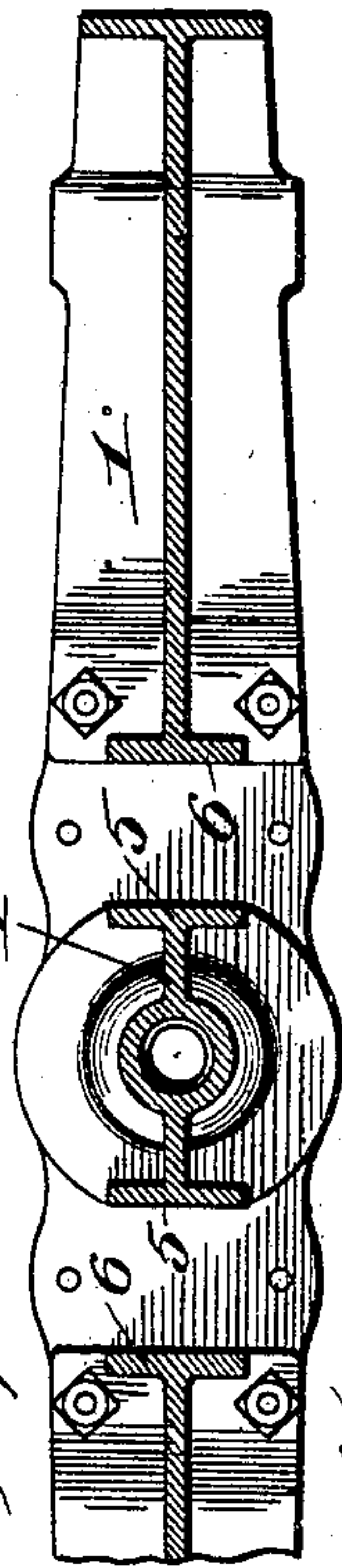


Fig. IV.

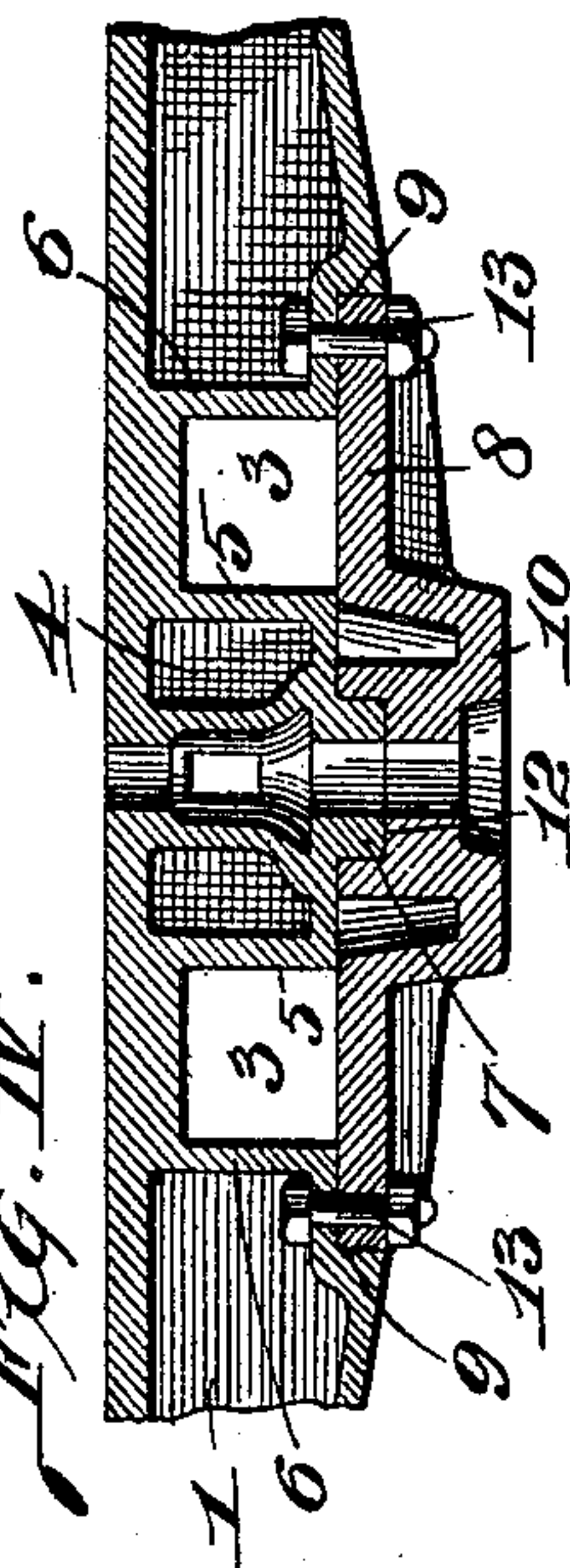


Fig. V.

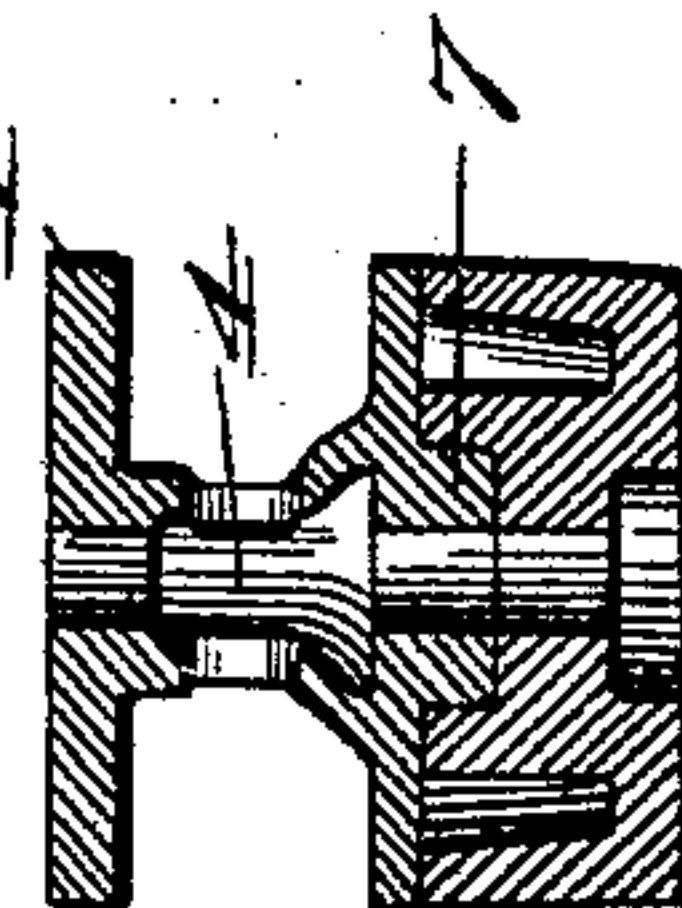


Fig. VI.

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UNITED STATES PATENT OFFICE.

JOHN GREEN, OF ST. LOUIS, MISSOURI, ASSIGNOR TO COMMONWEALTH STEEL COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

BODY-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 763,278, dated June 21, 1904.

Application filed March 24, 1904. Serial No. 199,766. (No model.)

To all whom it may concern:

Be it known that I, JOHN GREEN, 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 Body-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 a body-bolster for railway-cars having a center-bearing and compression member removably applied to the bolster, so as to permit the removal and introduction of the draft-timbers into the bolster without removing the bolster or the bolts that connect the draft-timbers thereto.

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

Figure I is a top or plan view of a body-bolster of the construction to which my improvement is applied. Fig. II is a side elevation of the bolster and my improvement applied thereto with the draft-timbers and car-sills shown in section. Fig. III is a longitudinal section taken on line III III, Fig. II. Fig. IV is a longitudinal vertical section taken through the central portion of the bolster on line IV IV, Fig. I. Fig. V is a vertical cross-section taken centrally through the bolster on line V V, Fig. II. Fig. VI is a perspective view of my center-bearing and compression member.

A designates the sills of a car, and B the draft-timbers.

C designates the draft-timber-holding bolts that pass through the central car-sills and draft-timbers. (See Fig. II.)

1 designates a cast bolster that is provided with a plurality of perforations 2, through which the bolts that connect the sills and draft-timbers to the bolster are passed. The lower central part of the bolster contains inverted-U-shaped pockets 3, in which the draft-timbers B of the car-rigging are seated to be held to the bolster by the bolts C. 4 is a leg projecting downwardly from the upper part of the bolster between said pockets 3 and having T-head sides 5, that form the innermost

walls of the draft-timber-receiving pockets 3, as seen in Fig. III. The opposite walls of the pockets are formed by T-heads 6, which are carried by the longitudinal webs of the bolster. At the lower side of the leg 4 is a downwardly-extending boss 7, that forms an integral part of said leg, and therefore an integral part of the bolster.

8 designates a removable center-bearing and compression member that is a separate piece from the remainder of the bolster and the ends of which are seated in recesses 9 at the bottom of the bolster beneath the centrally-positioned leg 4 and the draft-timbers located in the pockets 3. At the lower side of the center-bearing and compression member is a center-bearing 10, which projects downwardly from the body of said member, as seen in Figs. II, IV, and VI. The upper side of the member 8 has a plain surface 11, as seen most clearly in Fig. VI, and at the center of the member is a socket 12, that receives the boss 7, carried by the leg 4. The member 8 is secured to the bolster by bolts 13, that pass through perforations near its ends and hold said ends in the recesses 9, formed in the bottom of the bolster. The member is also held by the bolts C that secure the draft-timbers B.

In the production of a bolster in accordance with my invention a great saving in labor and time is gained over the previous methods of forming body-bolsters having removable center-bearing and compression members. This gain is due to the fact that my center-bearing and compression member has a plain upper surface, and therefore may be cast by ramming up at one side—viz., that having the center-bearing 10 of the pattern in the flask in making the mold—without the necessity of ramming up the opposite side, which has a plain surface and only needs to be cored. I am aware that a similar member has heretofore been made having a boss upon its upper side that fitted into a correspondingly-shaped pocket carried centrally by the bolster between the draft-timbers; but in such instance it has been necessary to ram the flask at both sides of the pattern in preparing the mold for the casting,

thereby occasioning greater labor in the flask-preparing operations. The boss 7, that fits centrally into the center-bearing and compression member being in my improvement formed
5 upon the bolster is readily cast without occasioning any materially additional labor in preparing the flask in which the bolster is cast, for the reason that the bolster is always of a shape that necessitates the ramming of
10 the flask at both sides of the bolster-pattern when in the flask.

I claim as my invention—

1. The combination of a body-bolster having pockets for the reception of draft-timbers,
15 a leg positioned between said pockets, a boss projecting from the lower side of said leg, and a removable center-bearing and compression

member located beneath said pockets and having a socket to receive the boss carried by said leg, substantially as set forth. 20

2. The combination of a body-bolster having pockets for the reception of draft-timbers, a leg positioned between said pockets, a boss projecting from the lower side of said leg, and a removable center-bearing and compression
25 member located beneath said pockets; said member having a plain upper surface and being provided with a socket to receive the boss carried by said leg, substantially as set forth.

JOHN GREEN.

In presence of—

E. S. KNIGHT,
BLANCHE HOGAN.