

No. 768,901.

PATENTED AUG. 30, 1904.

J. M. HOPKINS.  
TRUCK BOLSTER FOR CARS.  
APPLICATION FILED MAY 13, 1904.

NO MODEL.

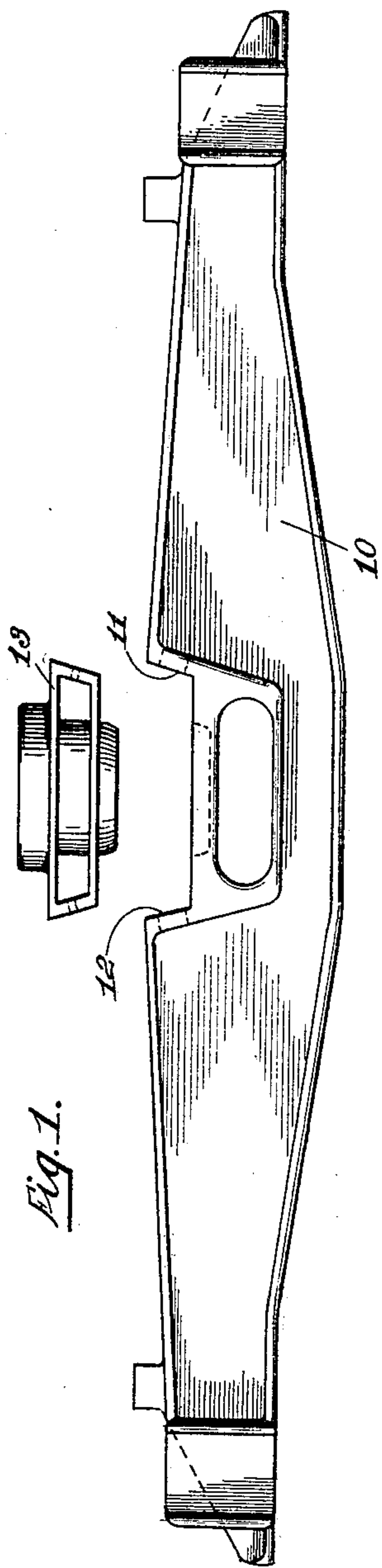


Fig. 1.

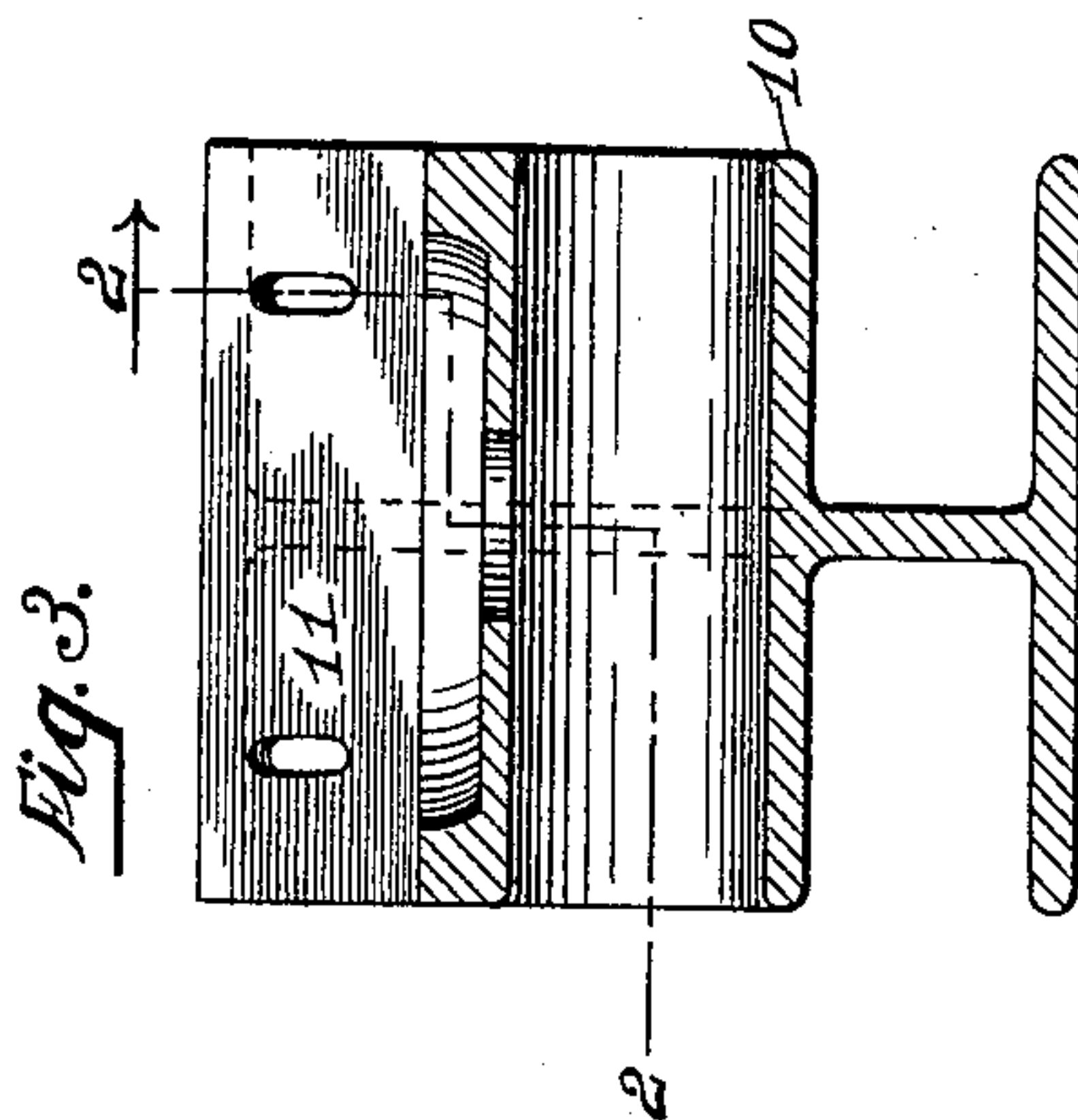


Fig. 3.

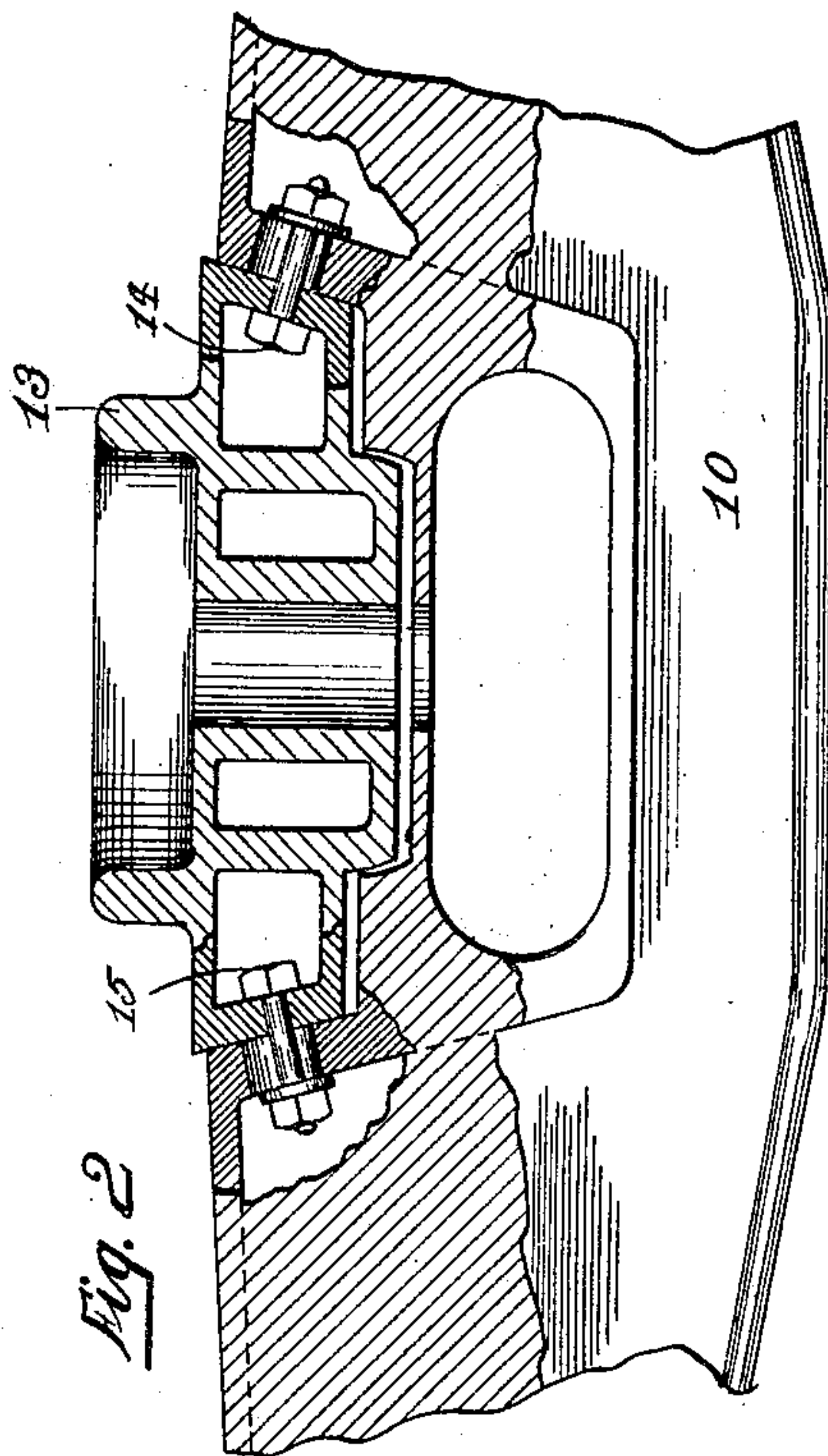


Fig. 2.

Witnesses.  
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# UNITED STATES PATENT OFFICE.

JAMES M. HOPKINS, OF CHICAGO, ILLINOIS.

## TRUCK-BOLSTER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 768,901, dated August 30, 1904.

Application filed May 13, 1904. Serial No. 207,717. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES M. HOPKINS, a citizen of the United States, and a resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Truck-Bolsters for Cars, of which the following is a specification and which are illustrated in the accompanying drawings, forming a part thereof.

This invention relates to the bolsters forming the cross member of the truck of a railway-car, its object being to provide an improved form of bolster and center-plate section, the latter having a wedging engagement with the former; and it consists of the structure hereinafter described and which is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the bolster and center-plate section, the latter being removed from its seat. Fig. 2 is a detail longitudinal section on the line 2 2 of Fig. 3, with the center plate in position; and Fig. 3 is a central transverse vertical section through the body of the bolster, the center plate being removed.

The body 10 of the bolster is shown in conventional form except that it is provided with a central aperture extending transversely across its upper face and having downwardly-converging side walls, as shown at 11 12.

The center-plate section of the bolster, shown at 13, is complementary in form with the aperture in the body of the bolster and of such width as to engage the side walls of the aperture therein. The center-plate section

may be and preferably is secured to the body-section by means of bolts 14 15, passing through its inclined side walls and through the walls 11 12. The bolt-apertures in one of the members are elongated vertically, as shown, those in the body of the bolster being so formed in order to provide for a sliding engagement of the center-plate section with the body-section.

The load carried by the truck is transmitted to the bolster through the center-plate section, and the wedging form given this section transmits the strains of the load in part longitudinally through the bolster, tending to throw it upon the end supports thereof and to relieve the body-bolster to some extent from the direct downward pressure at the center.

I claim as my invention—

1. In a truck-bolster for cars, in combination, a body-section having a central downwardly-tapered aperture, and a correspondingly-tapered center-plate section fitted to said aperture.

2. In a truck-bolster for cars, in combination, a body-section having a central downwardly-tapered aperture, a correspondingly-tapered center-plate section fitted to said aperture, and bolts passing through adjacent walls of the aperture and the plate, the bolt-apertures in one of such members being laterally elongated.

JAMES M. HOPKINS.

Witnesses:

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