No. 776,235. PATENTED NOV. 29, 1904.

J. GREEN.

SUPPORT FOR CAR TRUCK BOLSTERS.

APPLICATION FILED MAR. 24, 1904.

NO MODEL.

Fig. I.

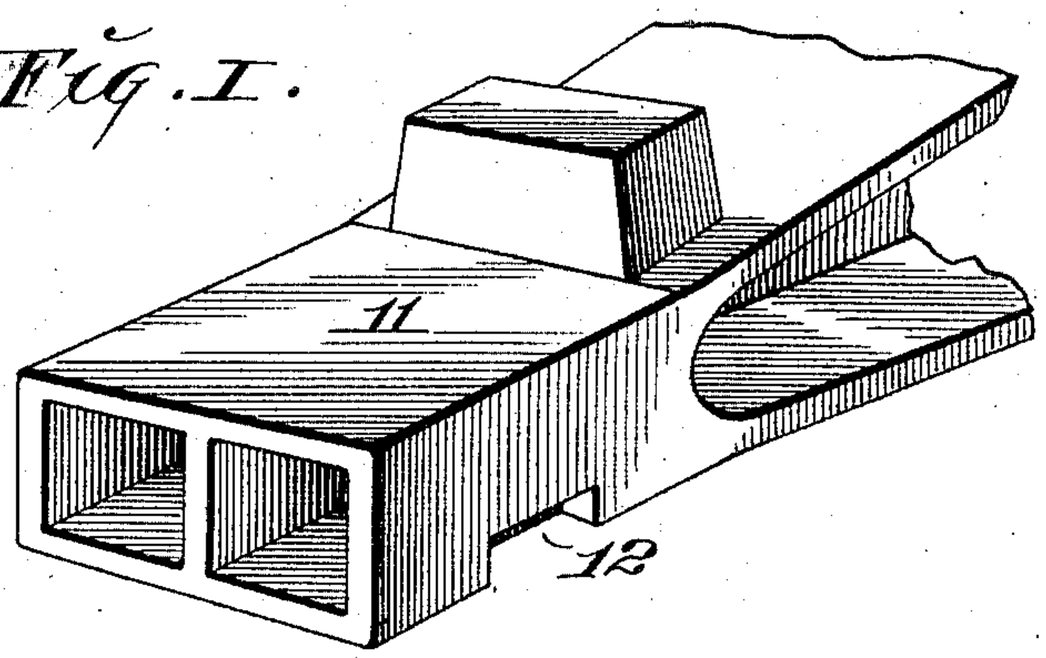


Fig. II.

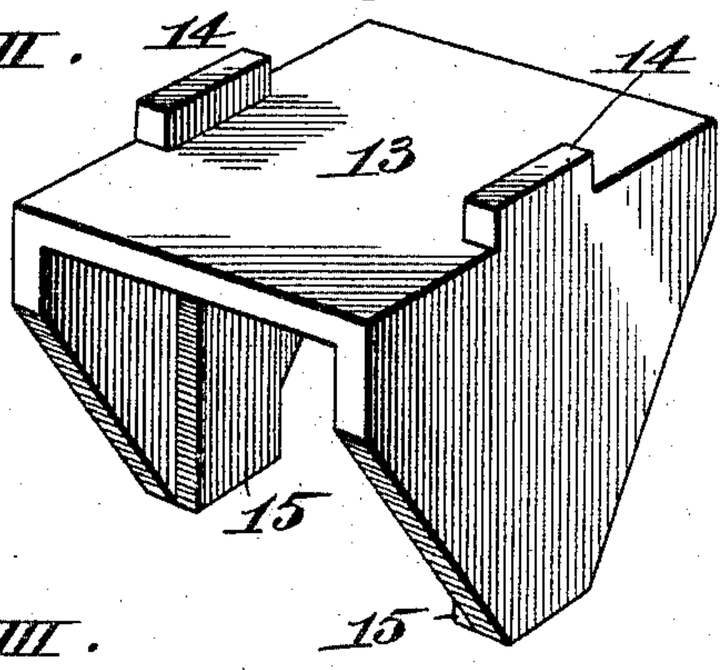
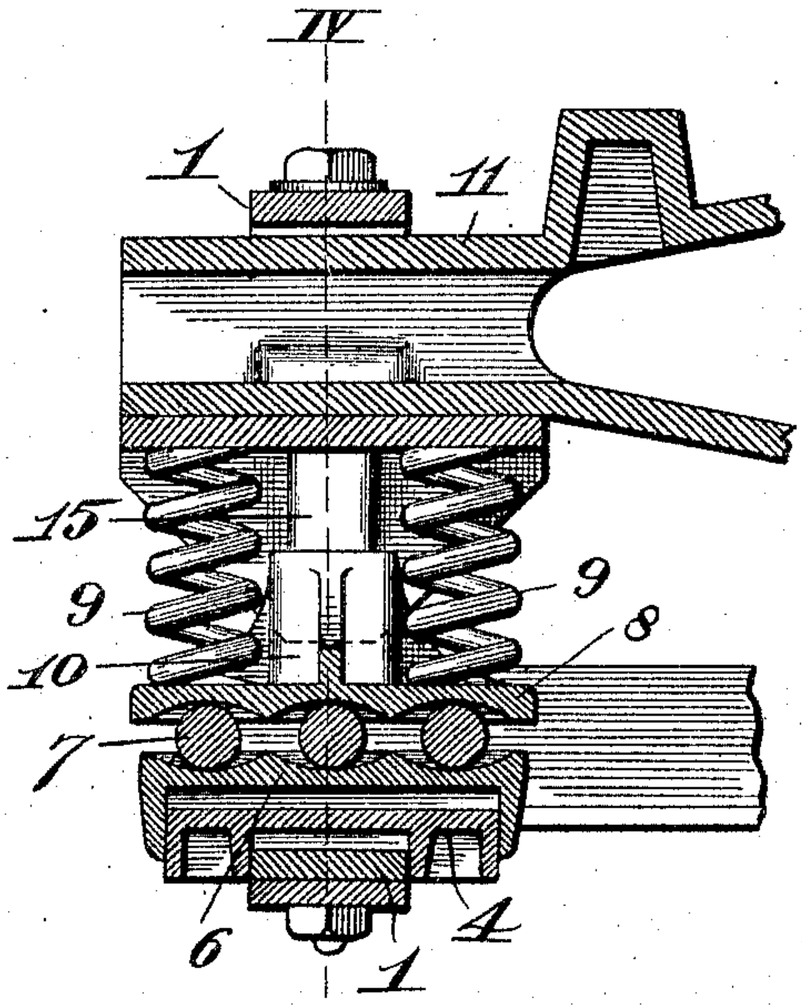
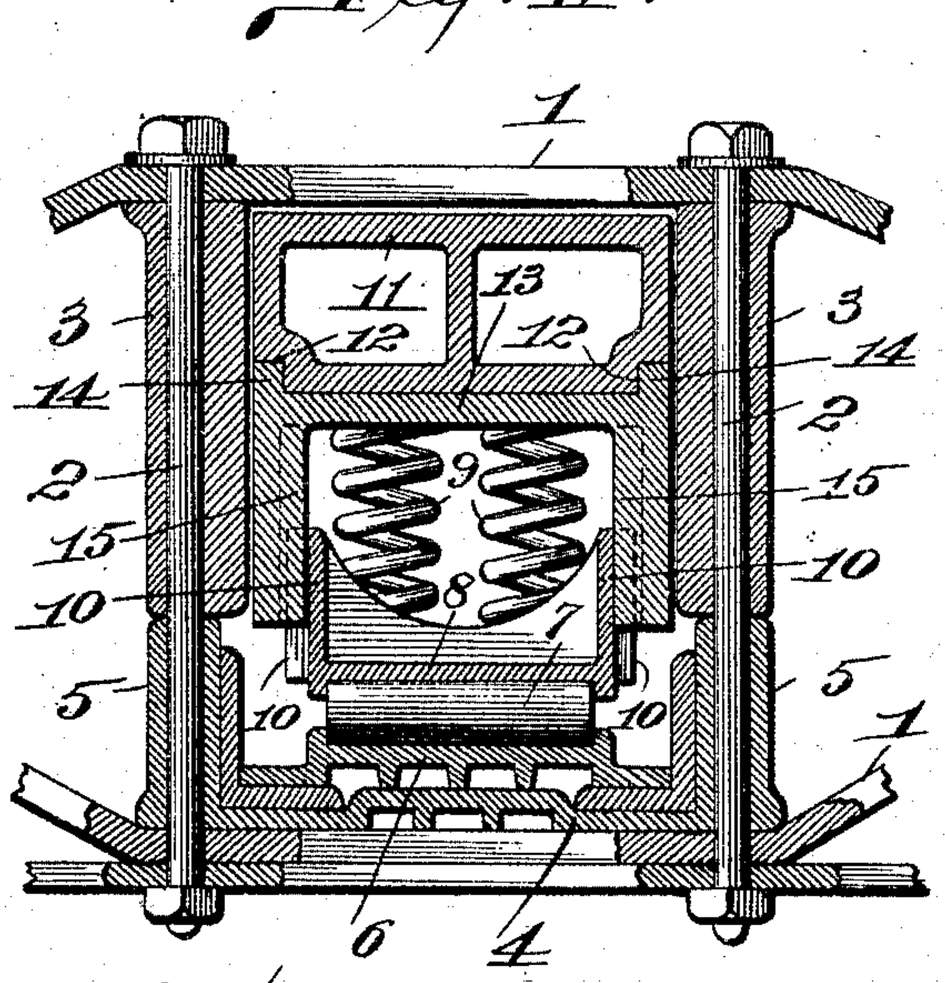


Fig. III.

Fig. IV.





IV

Attest:—
M. P. Smith.
Blanche Hogan.

Inventor:—
John Green.
By Wright Brt Attys.

No. 776,235. Patented November 29, 1904.

UNITED STATES PATENT OFFICE.

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

SUPPORT FOR CAR-TRUCK BOLSTERS.

SPECIFICATION forming part of Letters Patent No. 776,235, dated November 29, 1904.

Application filed March 24, 1904. Serial No. 199,767. (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 Supports for Car-Truck 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 moving support for car-truck bolsters, and has for its object to furnish, in connection with a cast truck-bolster, a single-piece saddle that engages the ends of the cast bolster at the lower side thereof only and rides in engagement with the moving bolster-sustaining member situated beneath the bolster ends.

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

Figure I is a perspective view of one end of a truck-bolster made to suit my improved saddle. Fig. II is a perspective view of the saddle. Fig. III is a longitudial section of the bolster-support. Fig. IV is a transverse section taken on line IV IV, Fig. III.

1 designates a portion of the side frame of a railway-car truck in which column-bolts 2 are seated.

3 designates bolster-guides fitted to the upper portions of the column-bolts.

4 is a bed seated within the side frame portion 1 at its bottom and having uprights 5, through which the column-bolts 2 pass.

6 is a roller-bed mounted on the bed 4 and the top surface of which serves as a runway for rollers 7.

8 is a carriage that surmounts the rollers 7 and rides thereon with freedom. This carriage serves as a spring-seat to receive the bolster-supporting springs 9, and it is provided with vertical side guides 10.

The parts thus far described are old and no invention *per se* is herein claimed for them.

11 designates a cast truck-bolster that is provided at its lower side and at the edges thereof with sockets 12.

13 is a saddle of inverted-**U** shape, having a plain upper surface and provided with bosses 14, that enter the sockets 12 in the bolster 11. This saddle is integral throughout, and its legs are furnished with ribs 15, located at their inner sides, which are adapted to operate in the upright guides 10 of the carriage 8. It will therefore be seen that when the saddle is in position beneath the end of the bolster, as illustrated in Figs. III and IV, and in engagement with the carriage 8 it receives beneath it and is supported by the springs 9, that are interposed between the top side of said carriage and the lower side of said saddle.

By the construction of bolster-support herein shown and described, in which the bolster is in the form of a single integral casting and the saddle 13 is likewise in the form of a single integral casting and seated wholly beneath the bolster, I produce a structure that is much less expensive to manufacture than similar structures heretofore in use and at the same time furnish a structure that embodies a maximum of strength and is of such simple nature as to most materially lessen the liability of breakage in service, thereby reducing the cost of repairs in bolster-supports to a minimum.

I claim as my invention—

1. In a support for car-truck bolsters, the combination of a carriage or sustaining member, a bolster, and a saddle having detachable socket connection with said bolster at its bottom and adjacent to its sides; said saddle having engagement with said sustaining member, substantially as set forth.

2. In a support for car-truck bolsters, the combination of a carriage or sustaining member, a bolster having sockets in its lower side, a saddle positioned beneath said bolster, and bosses integral with said saddle and seating in said sockets; said saddle having engagement with said sustaining member, substantially as set forth.

3. In a support for car-truck bolsters, the combination of a carriage or sustaining member, a bolster, and a saddle having non-shiftable socket connection with said bolster; said saddle having engagement with said sustaining member, substantially as set forth.

JOHN GREEN.

In presence of—
E. S. KNIGHT,
BLANCHE HOGAN.