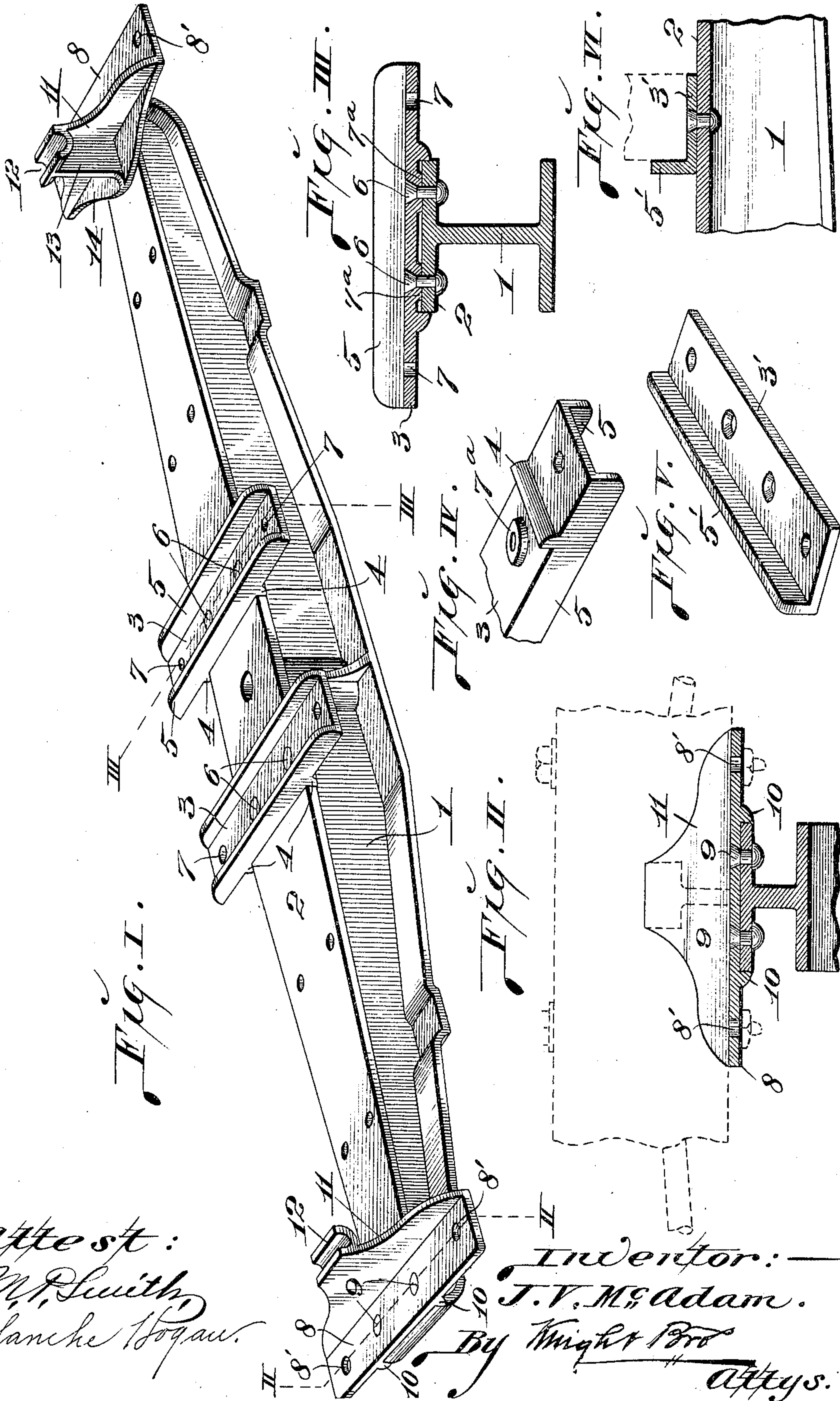


No. 793,388.

PATENTED JUNE 27, 1905.

J. V. McADAM.
BODY BOLSTER.

APPLICATION FILED MAR. 1, 1905.



Attest:
M. Smith,
Blanche Hogan.

Inventor:
J. V. McAdam.

By Wright & Bro
Attys.

UNITED STATES PATENT OFFICE.

JOHN V. McADAM, OF NEW YORK, N. Y., ASSIGNOR TO AMERICAN STEEL
FOUNDRIES, OF ST. LOUIS, MISSOURI, A CORPORATION.

BODY-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 793,388, dated June 27, 1905.

Application filed March 1, 1905. Serial No. 247,882.

To all whom it may concern:

Be it known that I, JOHN V. McADAM, a citizen of the United States, residing in the city of New York, in the State of New York, have
5 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.

10 My invention relates to a car body-bolster; and it has for its object to provide elongated sill-bearings upon a body-bolster whereby ample sill-supports may be furnished without the necessity of making the top chord of the bol-
15 ster itself of sufficient width to provide the necessary sill-bearings.

The improvement also has for its object to provide, in connection with the sill-receiving members, means for the support of the car
20 truss-rods.

Figure I is a perspective view of a bolster equipped with my sill-receiving members. Fig. II is an enlarged cross-section taken on line II II, Fig. I. Fig. III is an enlarged
25 cross-section taken on line III III, Fig. I. Fig. IV is an enlarged perspective view of one end of one of the center-sill-receiving members looking at the lower side thereof. Fig. V is a perspective view of a modification of
30 one of the center-sill-receiving members. Fig. VI is a longitudinal section through a fragment of a bolster with the sill-receiving member shown in Fig. V mounted thereon.

1 designates a car body-bolster proper, having a top chord 2, that may be as narrow in width as will provide the necessary rigidity in the bolster proper without any allowance for particularly the center sills and the end
35 sills of a car to which the bolster is applied.

40 3 designates center-sill-receiving saddles that are mounted upon the top bolster-chord and are provided with transverse lips 4, extending across the saddles in positions to rest against the edges of said chord. Each saddle

45 is preferably of channel shape in cross-section to furnish side flanges 5, between which the center sills are confined, and the saddles are secured to the bolster-chord by any suitable means, such as rivets 6, that pass through
50 the saddles and the bolster-chord. In the

saddles are bolt-holes 7, through which the sill-securing bolts pass.

In view of the fact that where bolsters are made in the form of castings the upper surfaces of the bolster top chords are frequently
55 rough and uneven I provide bosses 7^a (see Figs. III and IV) at the lower sides of the saddles at the locations of the holes through which the rivets or other securing means are passed for the attachment of the saddles to
60 the bolster top chord. By this provision I am enabled to readily mount the saddles in level positions on the bolster by grinding or otherwise cutting down portions of said bosses, according to the unevenness of the bolster top
65 chord, in order that the saddles may be properly seated.

In lieu of the channel-shaped saddles 3 I may utilize angle-shaped saddles 3', (see Figs. V and VI,) having a single vertical flange
70 5', that are secured to the bolster in similar manner to the channel-shaped saddles and are adapted to receive the sills in a similar manner to that in which they are received and held upon the channel-shaped saddle. 75

8 designates side-sill saddles that are secured to the top chord of the body-bolster at its ends by rivets 9 or other fastening means, these side-sill saddles being provided with
80 downwardly-projecting lips 10 at their lower sides, spaced apart to engage the edges of the bolster top chord. At the inner side of the saddles 8 and projecting upwardly therefrom are flanges 11, against which the side sills
85 rest when secured to the saddle by the attaching-bolts that pass through bolt-holes 8' in the saddles. Projecting from the side flanges 11 are truss-rod sockets 12, in which the usual
90 truss-rods of a car seat. The sockets 12 are braced by reinforcing-ribs 13, forming parts of the saddles 8 and uniting the sockets 12 to the flanges 11 and also the table portions 14, extending inwardly from the sill-receiving portions of the end saddles.

I claim as my invention— 95

1. The combination with a body-bolster proper, of sill-receiving saddles seated upon said body-bolster proper and extending transversely thereof, substantially as set forth.

2. The combination with a body-bolster 100

proper, of saddles seated upon said body-bolster proper and extending transversely thereof; said saddles being of greater length than the width of the top chord of the bolster proper, substantially as set forth.

3. The combination with a body-bolster proper having a top chord, of saddles extending transversely of said top chord and having lips at their lower sides resting against the edges of said top chord, substantially as set forth.

4. The combination with a body-bolster proper having a top chord, of channel-shaped saddles extending transversely of said chord, substantially as set forth.

5. The combination with a body-bolster proper having a top chord, of channel-shaped saddles extending transversely of said chord; said saddles being of greater length than the width of said top chord, substantially as set forth.

6. The combination with a body-bolster proper having a top chord, of channel-shaped saddles fitted to said top chord and provided with lips at their lower sides to engage the edges of said top chord, substantially as set forth.

7. The combination with a body-bolster

proper having a top chord, of side-sill-receiving saddles fitted to said top chord and having side flanges, substantially as set forth.

8. The combination with a body-bolster proper having a top chord, of side-sill-receiving saddles fitted to said top chord and having side flanges provided with truss-rod-receiving sockets, substantially as set forth.

9. The combination with a body-bolster proper having a top chord, of side-sill-receiving saddles fitted to said top chord and having side flanges provided with truss-rod-receiving sockets, and reinforcing-ribs forming parts of said saddles and supporting said sockets, substantially as set forth.

10. The combination with a bolster proper having a top chord, of side-sill-receiving saddles fitted to said top chord and comprising bolster-seat portions, vertical flanges extending upwardly from said bolster-seat portion, table portions extending inwardly from said vertical flanges, and reinforcing-ribs uniting said vertical flanges, table portions and sockets, substantially as set forth.

JOHN V. McADAM.

In presence of—

GEO. G. FLOYD,

ARCH. M. GILBERT.