

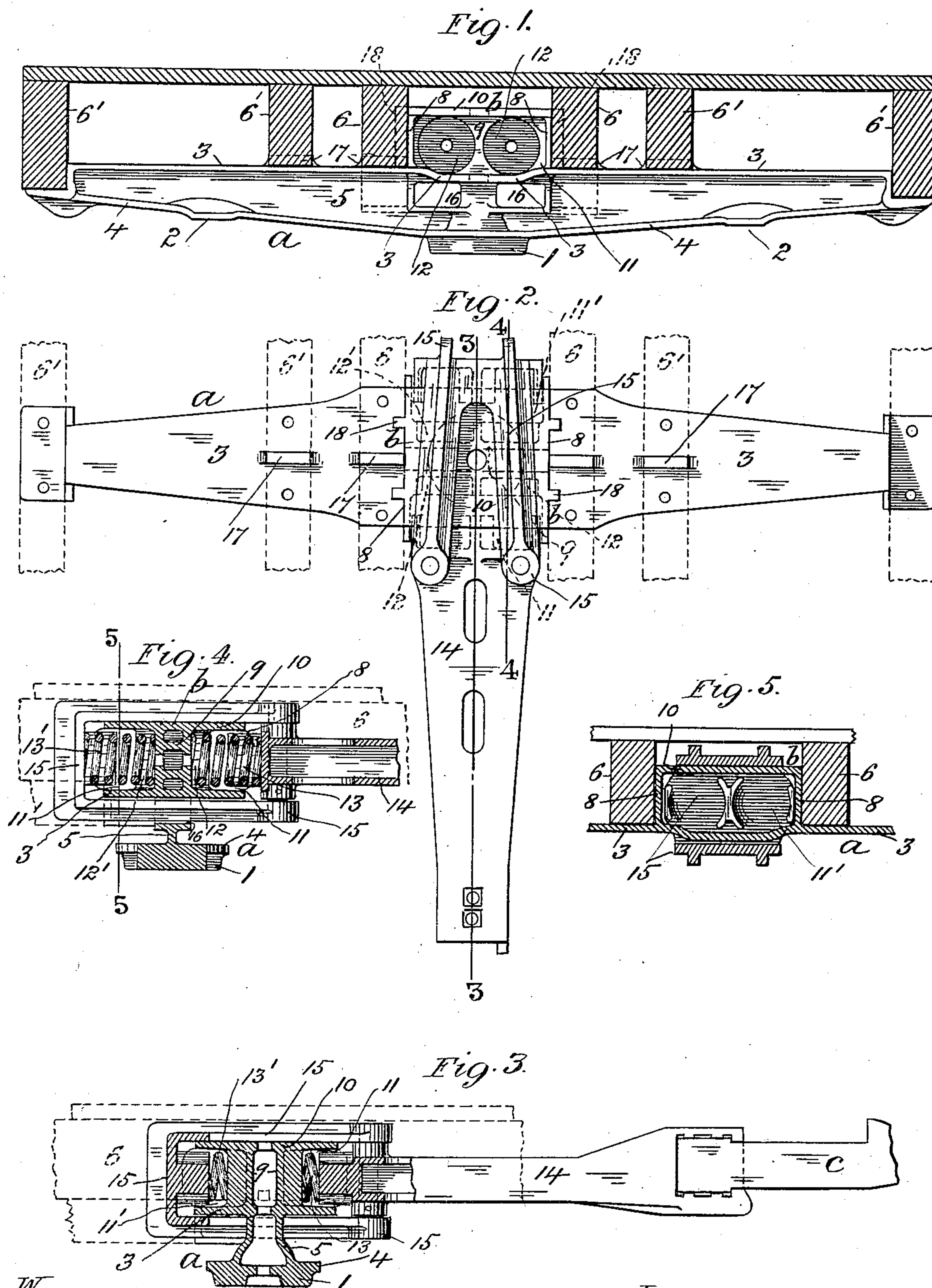
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PATENTED JUNE 26, 1906.

H. M. PFLAGER.

COMBINED CAR BODY BOLSTER AND DRAW BAR SPRING POCKET.

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WITNESSES

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HARRY M. PFLAGER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO TRANSOM DRAFT-GEAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF DELAWARE.

COMBINED CAR-BODY BOLSTER AND DRAW-BAR SPRING-POCKET.

No. 824,203.

Specification of Letters Patent.

Patented June 26, 1906.

Application filed April 28, 1906. Serial No. 314,169.

To all whom it may concern:

Be it known that I, HARRY M. PFLAGER, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented a new and useful Combined Car-Body Bolster and Draw-Bar Spring-Pocket, of which the following is a specification.

My invention relates to a metallic, preferably cast-steel, car-body bolster and combined draw-bars spring-pocket specially adapted for a low-body car, and has for its object to enable the draw-bar extension of the draft-gear, with its yoke and springs, to be applied to the bolster above the top member thereof and between the middle longitudinal car-sills in a horizontal plane alined to that of the draw-bar and coupler at the standard height thereof from the track instead of to the body of the bolster below its top member, which necessitates an upward inclination or curvature of the draw-bar extension therefrom to its connection with the inner end of the draw-bar, as at present the case.

The invention consists in features of novelty, as hereinafter described and claimed, reference being had to the accompanying drawings, forming part of this specification, whereon—

Figure 1 is a front side elevation of my improved car-body bolster and combined draw-bar spring-pocket; Fig. 2, a top plan view thereof, showing the draft-gear applied thereto; Fig. 3, a vertical longitudinal section through the bolster, pocket, and draft-gear (seen partly in side elevation) on line 3 3 in Fig. 2; Fig. 4, a similar view thereof (broken away) on line 4 4 in Fig. 2; and Fig. 5, a vertical transverse section through the pocket and draft-gear on line 5 5 in Fig. 4.

Like letters and numerals of reference denote like parts in all the figures.

a represents a car-body bolster having the center-plate 1 and side bearings 2 and composed, preferably, of cast-steel integral throughout. The bolster *a* in the present case is I-shaped in cross-section, having the top flanges or tension member 3, the bottom flanges or compression member 4, and the web 5, the top member 3 bearing against the under side of the middle and outer longitudinal sills 6 6' of the car-body, to which the bolster *a* is secured by bolts (not shown) in the usual well-known manner, or the bolster *a*

may be otherwise shaped in cross-section as desired.

Across the top of the bolster *a* at its middle portion and integral with the top member 3 are formed two opposite upright walls 8, which are parallel to each other at an equal distance from the longitudinal center line of the car, the distance between the outer faces of the walls 8 being preferably equal to that between the middle longitudinal sills 6, against which they bear, as shown.

The walls 8 are united to each other, preferably in the middle, by an upright web or hollow wall 9 and at the top by a horizontal wall 10, which extends for a suitable distance beyond the front and rear faces of the web 9 to preferably the full width of the top member 3 of the bolster *a* thereat, the walls 8 and 10 thereby forming with the top member 3 a draw-bar spring-pocket *b*, which is divided by the middle web 9 into two parts 11 11', having their openings respectively at the front and rear sides of the bolster *a*. The upright web 9 is preferably in the plane of the web 5 of the bolster *a*, the wall 10, with the webs 9 and 5 and center-plate 1, being perforated centrally and otherwise adapted thereat for the passage of the king-bolt (not shown) therethrough.

In the front face of the web 9 within the compartment 11 of the pocket *b* are formed two horizontally-arranged and parallel cylindrical recesses or housings 12, one on each side of and equidistant from the longitudinal center line of the car and adapted to receive the "buffing-springs" 13 of the draft-gear, and in the rear face of the web 9 within the compartment 11' of the pocket *b* are formed similar recesses or housings 12', which are alined to the housings 12 and adapted to receive the "draft-springs" 13' of the draft-gear, the springs 13 13', with the draw-bar extension 14 and yoke 15 of the draft-gear, which is slidable through openings 16, formed therefor transversely through the web 5 of the bolster *a*, being centrally in the same horizontal plane with the draw-bar and coupler *c* at the standard height thereof from the track and similar in principle and operation to the corresponding parts of the self-centering draft-gear described in the Letters Patent of the United States granted to me January 23, 1906, No. 810,805, for improvement in

draft-gear for railroad-cars, or the pocket *b* of the bolster *a* may be adapted to the springs and combined parts of any other suitable form of draft-gear. By the above arrangement the draw-bar extension, with its yoke and springs, being in the same horizontal plane with the draw-bar and coupler, the strain of the draft-gear is applied in a direct line to the bolster at a point above its top member between the middle longitudinal car-sills, as required in the case of a low-body car for maintaining the standard height of the coupler, whereas when applied to the bolster below its top member it is necessary to incline or curve the draw-bar extension upward therefrom to its connection with the coupler draw-bar, which not only weakens the draw-bar extension, but owing to the difference of level between the springs and coupler the draft-gear is unduly strained.

For obviating the tendency of the bolster *a* to cant at the level of its top member 3 under the strain of the draft-gear when applied, as above described, the top member 3 is formed on its upper side with longitudinal ribs 17, which are adapted to engage in corresponding slots formed transversely in the under side of the sills 6 and 6', respectively, as shown, whereby any tilting strain on the bolster *a* thereat is transmitted to the sills 6 6', or in lieu of a rib 17 to each sill a single extended rib may be used on each side of the pocket *b* for engaging in the slots of the sills. Similar upright ribs 18 are preferably formed on the outer side faces of the pocket *b* for engaging in corresponding slots in the inside faces of the middle longitudinal sills 6, whereby the pocket *b* is held more firmly and play thereof prevented.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A car-body bolster of the class described, having a pocket projecting upward therefrom at its middle portion and integral therewith, the said pocket being adapted internally to form a housing for suitable draft-gear, substantially as described and for the purpose set forth.

2. The combination with the longitudinal

sills of a car-underframe, of a body-bolster composed of suitable metal and fixed to the said sills, a pocket projecting upward from the bolster at its middle portion and adapted internally to form a housing for suitable draft-gear, the said housing being in central horizontal alinement with the draw-bar and coupler of the said gear, substantially as described and for the purpose set forth.

3. The combination with the longitudinal sills of a car-underframe, of a body-bolster composed of suitable metal integral throughout and fixed to the said sills, a pocket projecting upward from and integral with the top member of the bolster at its middle portion, and adapted internally to form a housing for suitable draft-gear, the said housing being in central horizontal alinement with the draw-bar and coupler of the said gear, substantially as described.

4. The combination with the longitudinal sills of a car-underframe, of a body-bolster composed of suitable metal and fixed to the said sills, a pocket projecting upward from the bolster at its middle portion and adapted internally to form a housing for suitable draft-gear, the said housing being in central horizontal alinement with the draw-bar and coupler of the said gear, and ribs projecting from the top of the bolster and adapted to engage in the said sills, substantially as described and for the purpose set forth.

5. The combination with the longitudinal sills of a car-underframe, of a body-bolster composed of suitable metal and fixed to the said sills, a pocket projecting upward from the bolster at its middle portion and adapted to bear at its sides against the middle longitudinal sills, and ribs projecting from the said sides for engaging the said middle sills, the said pocket being adapted internally to form a housing for the springs of suitable draft-gear, substantially as described and for the purpose set forth.

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Witnesses:

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