

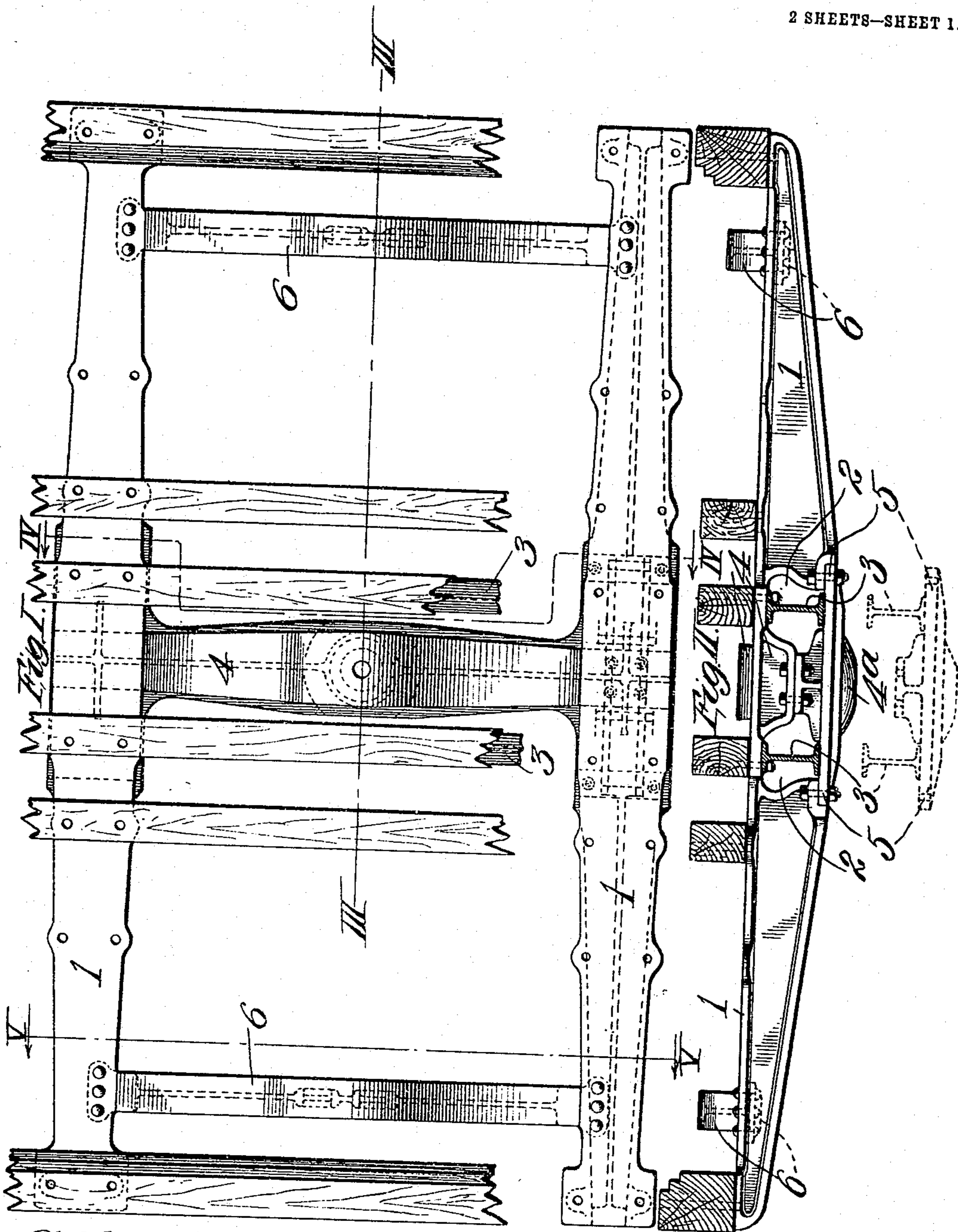
No. 835,225.

PATENTED NOV. 6, 1906.

W. D. LOWRY.  
BODY BOLSTER.

APPLICATION FILED JULY 16, 1906.

2 SHEETS—SHEET 1.



Attest:  
*Wm. H. Scott*  
Blanche Hogan

Inventor:  
*Wm. D. Lowry*  
by *Geo. H. Knight* atty.

2-2-7

No. 835,225.

PATENTED NOV. 6, 1906.

W. D. LOWRY.  
BODY BOLSTER.

APPLICATION FILED JULY 16, 1906.

2 SHEETS—SHEET 2.

Fig. III.

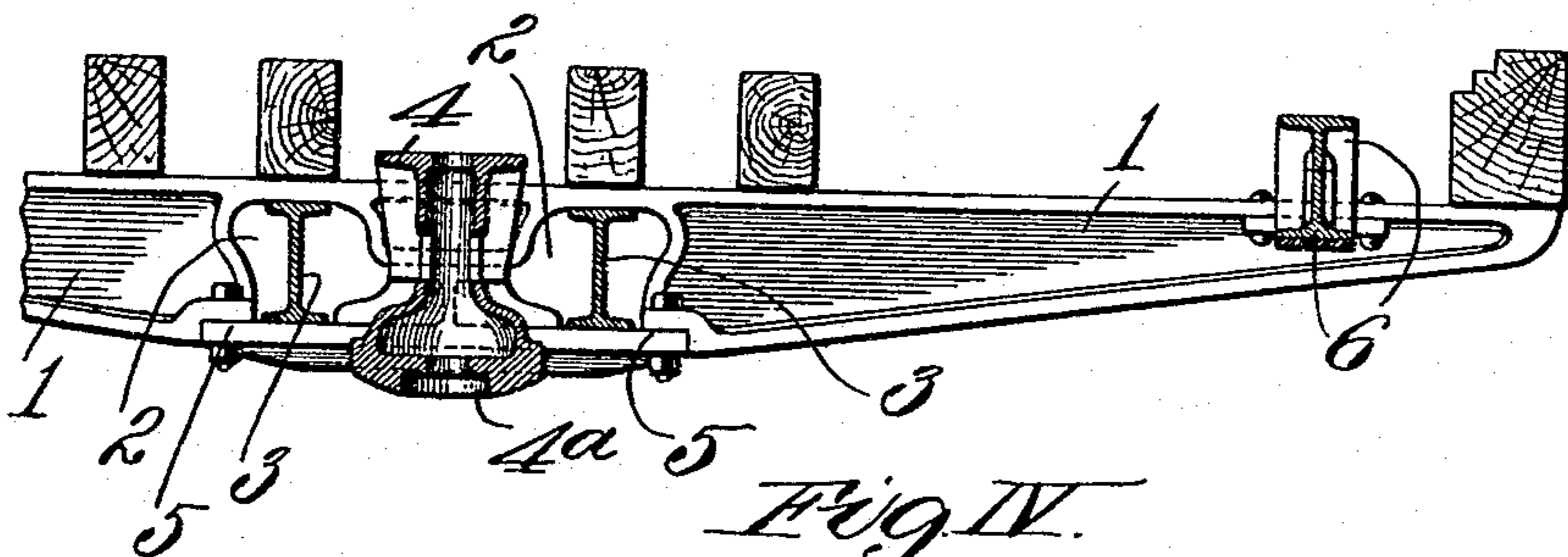


Fig. IV.

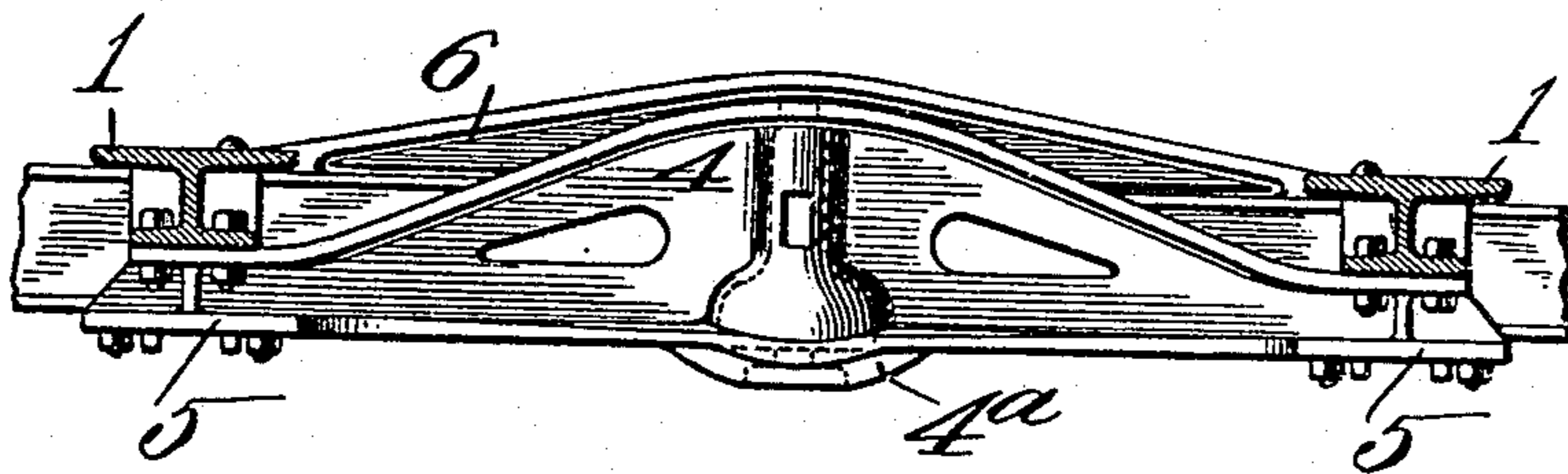


Fig. V.

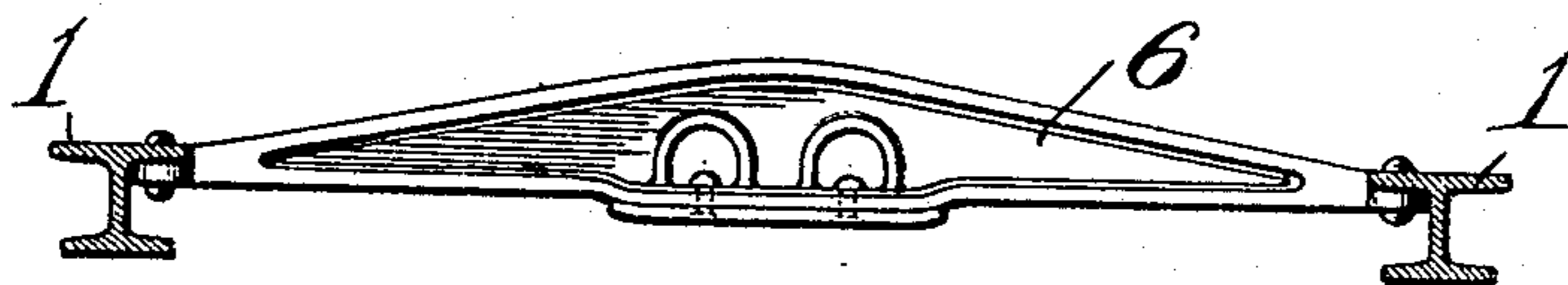
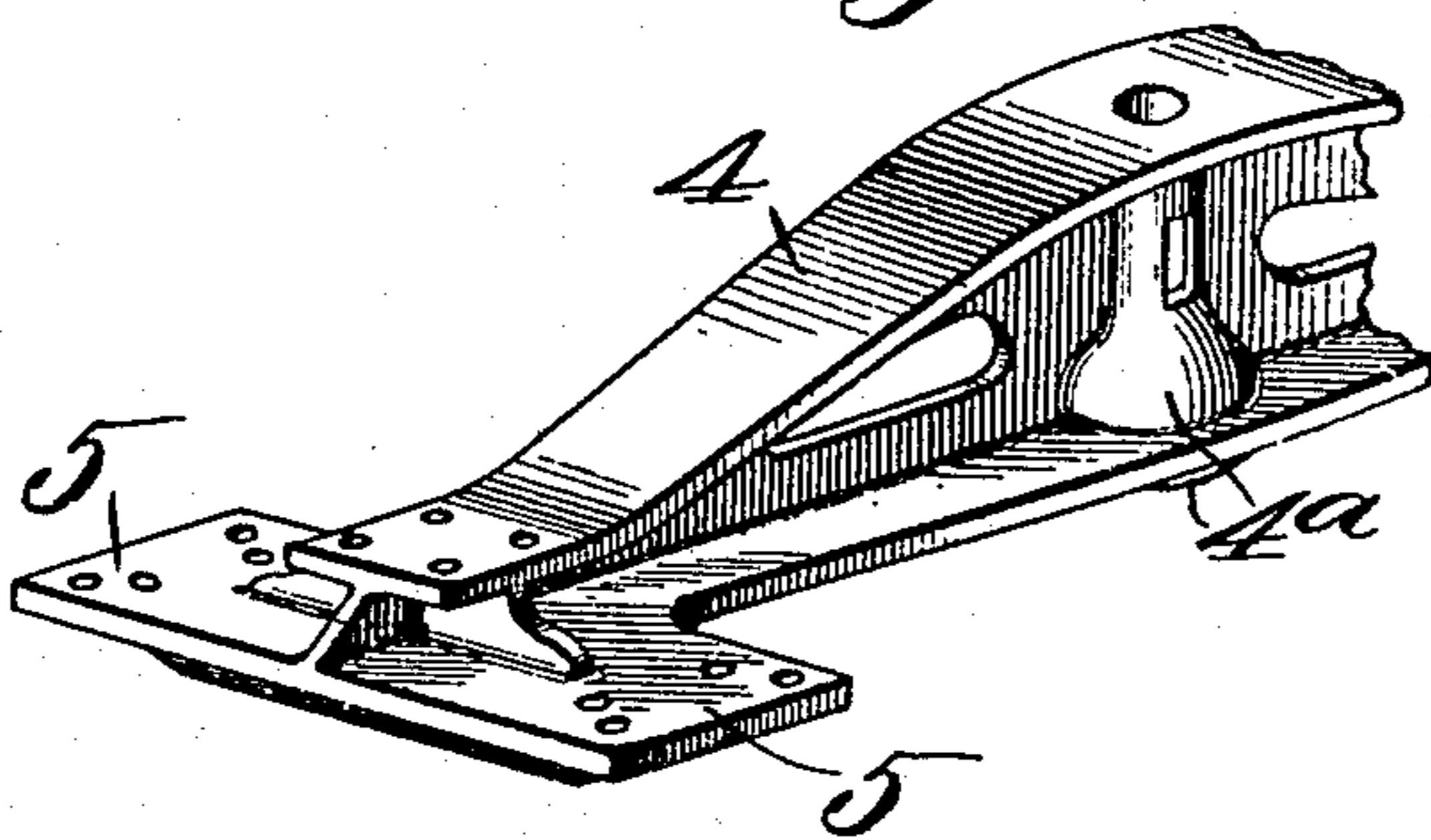


Fig. VI.



Attest:  
Blanche Hogan.

Inventor:  
Wm. D. Lowry,  
by Geo. Knight atty.

# UNITED STATES PATENT OFFICE.

WILLIAM D. LOWRY, OF ST. LOUIS, MISSOURI, ASSIGNOR TO SEPARABLE  
BODY BOLSTER COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

## BODY-BOLSTER.

No. 835,225.

Specification of Letters Patent.

Patented Nov. 6, 1906.

Application filed July 16, 1906. Serial No. 326,395.

*To all whom it may concern:*

Be it known that I, WILLIAM D. LOWRY, a citizen of the United States, residing in the city of St. Louis and State of Missouri, 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 This invention relates to a new and useful improvement in body-bolsters for railway-cars, and is designed more particularly, but not necessarily, for use in passenger-cars.

It has for its object to produce a body-bolster which in the major is made of cast metal, preferably steel, and contemplates  
15 what I shall term a "built-up" structure, and by which construction—that is, forming the bolster as an entirety out of separate castings—I am enabled to handle the parts in the  
20 process of casting in a much more economical manner than if the bolster as an entirety were an integral casting.

A further object of this invention is to produce a separable bolster whereby the draft-sills and their carried rigging can be easily  
25 removed therefrom for repairs, &c.

Figure I is a top or plan view of my improved body-bolster, a portion of some of the longitudinal sills being shown in position  
30 thereon. Fig. II is a front elevation of the same. Fig. III is a transverse section taken on the line III III, Fig. I. Fig. IV is a longitudinal section taken on line IV IV, Fig. I.  
35 Fig. V is a longitudinal section taken on line V V, Fig. I. Fig. VI is a perspective view of a portion of one member of the bolster employed in carrying out my invention.

1 1 indicate a pair of analogous parallel  
40 cast-metal members, each of which is provided with a recessed portion 2 in its under side and in which the draft-sills 3 3 of the draft-rigging are arranged.

4 indicates a centrally-arranged transverse  
45 connecting member, which, as is most clearly shown in Figs. I and IV, consists of a cast-metal member deepest at its center, and at which point and upon its under face is the male member of a center bearing 4<sup>a</sup>. This  
50 connecting member is preferably of I-beam cross-section, the lower flanges of which are provided with suitable perforations for the passage of bolts. The upper flanges of this

I-beam-shaped member are also provided with perforations to receive bolts. 55

The ends of the connecting member 4 are designed to enter the recesses 2 2 of each of the members 1, the lateral extensions 5 5 offering a compression-block for the said members 1 1, and also serve as a support for  
60 the draft-timbers arranged thereabove, said members 1 1 and the member 4 being secured together by bolts, as is clearly shown in the drawings.

The members 1 1 are preferably, like the  
65 member 4, I-beam-shaped in cross-section and the upper flanges of which are perforated at suitable distances apart to receive bolts which secure said members 1 1 to the side, center, and intermediate sills of the car-  
70 body. The bolts, however, which secure the members 1 1 to the center sills also pass through the flanges of the draft-sills, as is clearly shown in Fig. II.

6 6 indicate tie-bars which are arranged  
75 parallel with the connecting member 4 and are secured to each member 1 1 near their ends by suitable rivets or bolts. These bars 6 6 also serve as side bearings for the truck-bolster, as is well understood. 80

When it is desired to repair the draft-rigging, all that is necessary to do is to remove the nuts from the bolts which secure the connecting member 4 and the draft-sills 3 3 in place and lower said member and sills, after  
85 which they may be removed entirely from the car.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent: 90

1. A car-bolster consisting of a pair of parallel members each having a recessed under side with draft-sills located in the recessed portions, and a transversely-arranged connecting member, each end of which trans-  
95 verse member enters the recessed under side of each parallel member respectively and form a compression part therefor, substantially as set forth.

2. A car-bolster consisting of a pair of parallel members each having a recessed under side designed to receive draft-sills, and a transverse connecting member also entering said recessed portions, and forming a compression part for each parallel member, which  
105 compression parts also act as a support for

the draft-timbers, substantially as set forth.

3. A car-bolster consisting of a pair of parallel members each having a recessed under side, draft-sills located in said recesses, and a transverse connecting member also entering said recessed portions, and forming a compression part for each parallel member, which compression parts also act as a support for the draft-timbers, substantially as set forth.

4. A body-bolster consisting of two parallel cast-metal members, a centrally-located transversely-arranged connecting member having a center bearing, means for securing said connecting member to said parallel members, and tie-bars connecting said parallel

allel members near their ends, substantially as set forth.

5. A body-bolster consisting of two parallel cast-metal members, a centrally-located transversely-arranged connecting member having a center bearing, means for securing said connecting member to said parallel members, and tie-bars connecting said parallel members near their ends; said tie-bars also serving as side bearings, substantially as set forth.

WM. D. LOWRY.

In presence of—

H. G. COOK,  
BLANCHE HOGAN.