

No. 848,134.

PATENTED MAR. 26, 1907.

C. A. SCHROYER.
RAILWAY CAR.

APPLICATION FILED NOV. 26, 1906.

Fig. 1.

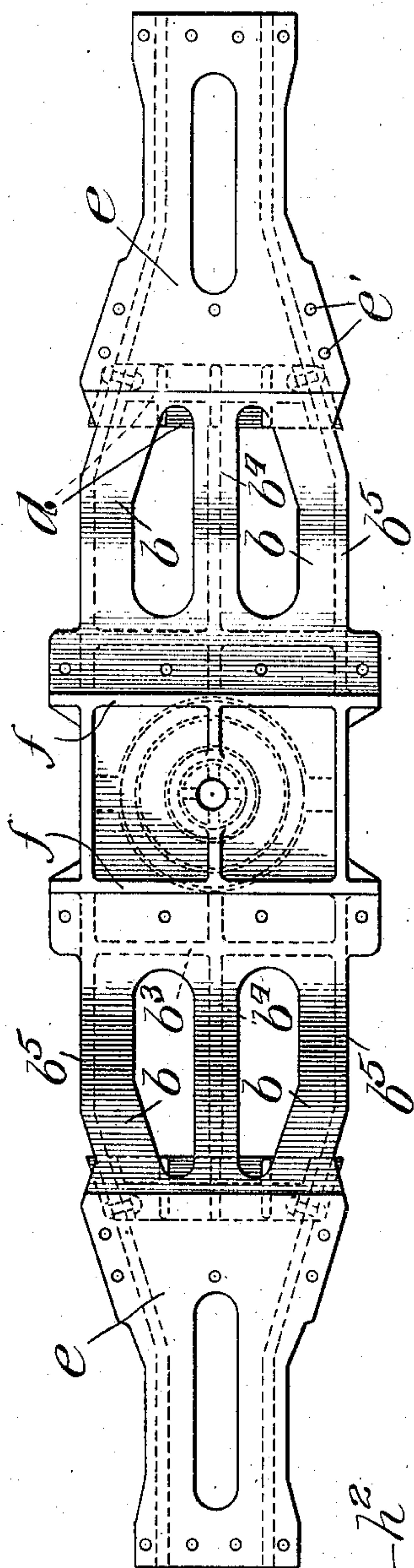


Fig. 2.

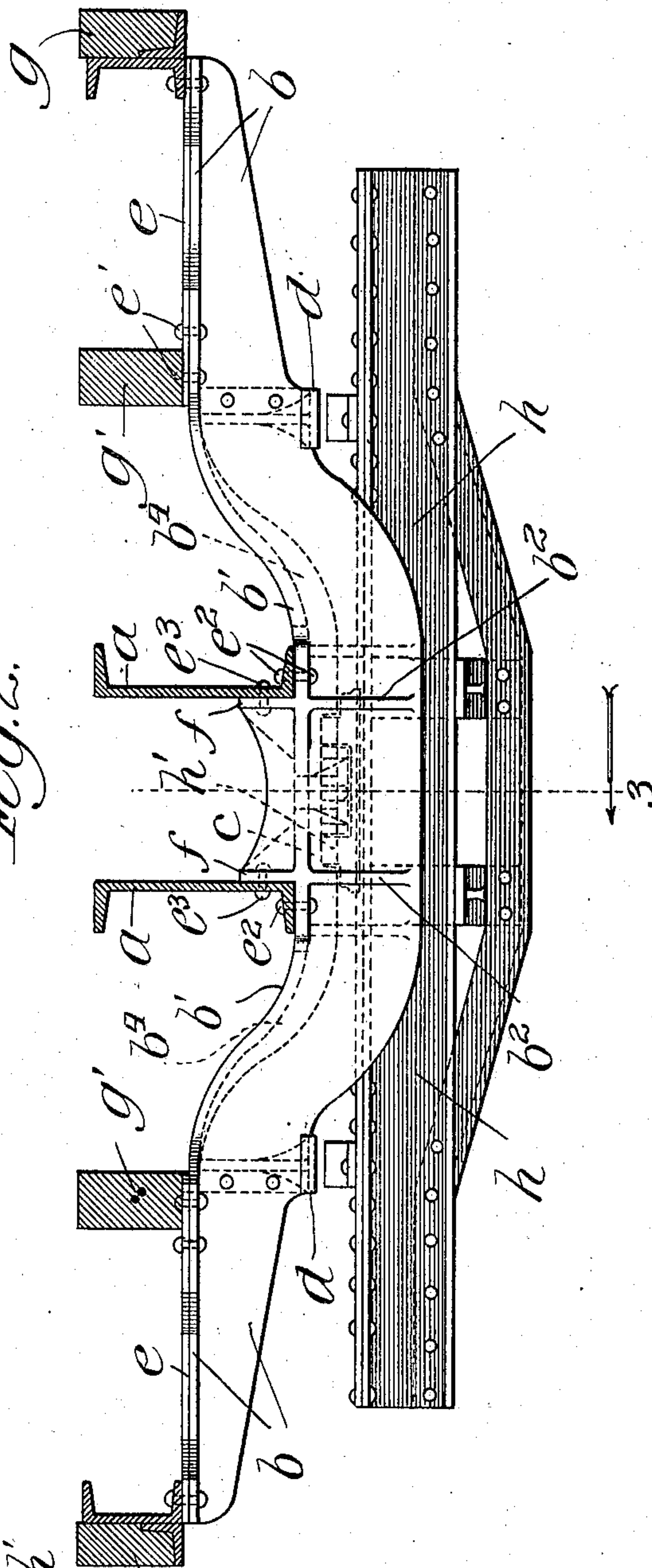
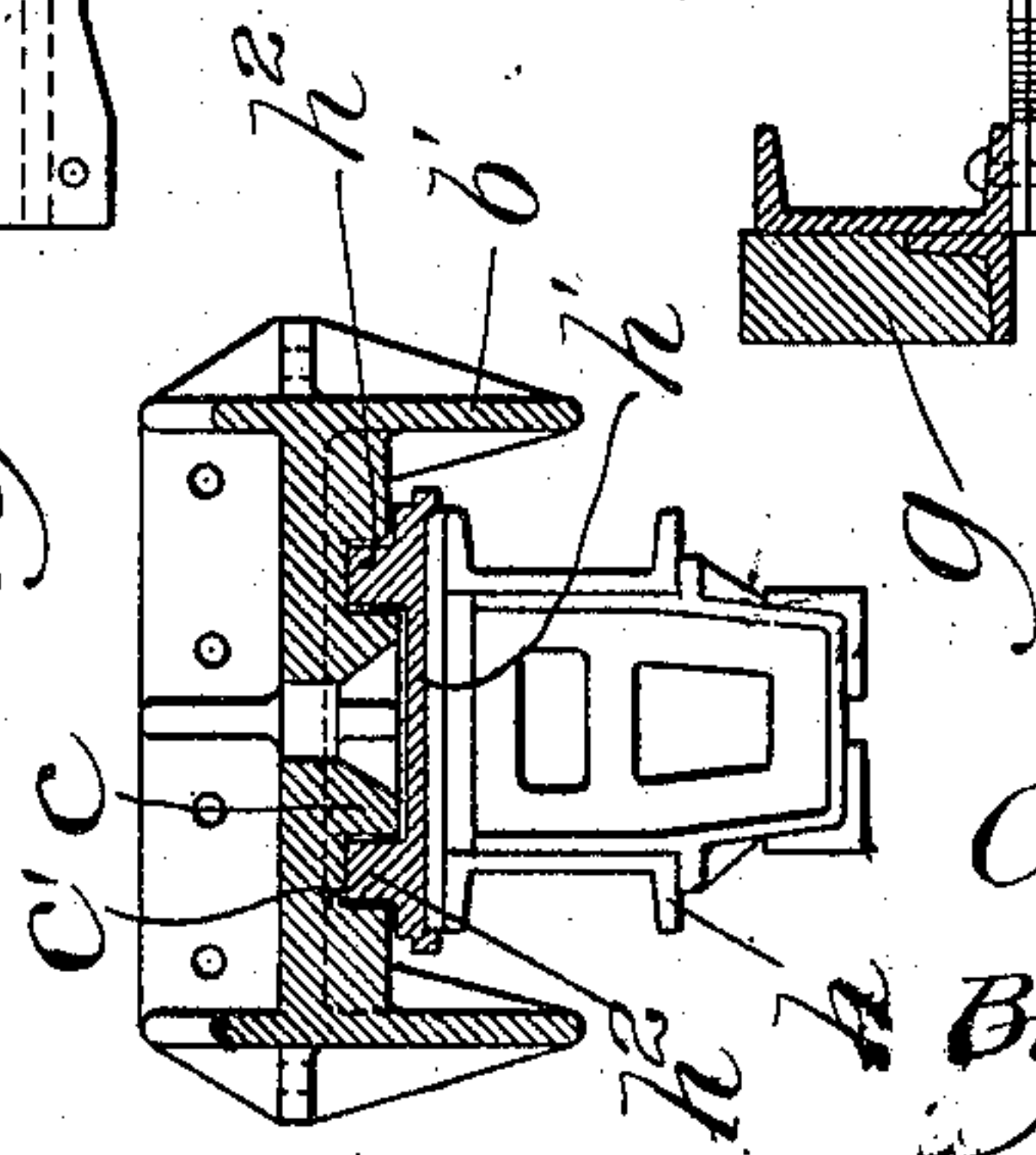


Fig. 3.



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UNITED STATES PATENT OFFICE.

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RAILWAY-CAR.

No. 848,134.

Specification of Letters Patent.

Patented March 26, 1907.

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To all whom it may concern:

Be it known that I, CHARLES A. SCHROYER, a citizen of the United States, residing at Oak Park, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention relates to railway-cars, and has for its object to provide the construction of the underframe of the car so as to permit the use of center sills of full width extending from end to end of the car.

To this end my invention consists in the combinations and details hereinafter set forth and claimed.

In the accompanying drawings, Figure 1 is a top plan view of the body-bolster of my improved car. Fig. 2 is an end elevation, partly in section, of the underframe of the car at the bolster. Fig. 3 is a transverse sectional detail on the line 3 of Fig. 2.

As is well known, in the construction of cars heretofore the body has been made shallow and extends in a straight line beneath the lower edges of the sills from one side of the car to the other and rests upon the center plate and side bearing of the truck-bolster. In the ordinary construction of the steel car the center sills have been contracted in width at the bolster-line for the purpose of obtaining a sufficient space between the lower edge of the sill and the upper edge of the truck-bolster for the desired width of the body-bolster, and in its construction the center sill has been limited to narrow widths. This in a measure weakens the center sills of the car where they pass over the body-bolster. In some cases for the purpose of obtaining the desired width of the center sills they are extended for their full width from end sill to end sill, the bolster in this case being built up of a number of pieces with top and bottom plates and spacing-plates between them, making quite a complicated construction and one difficult to maintain.

In my improved construction I provide a car-underframe having longitudinal sills *a*, which may be of channeled metal of any desired width. These longitudinal sills extend from end sill to end sill of the car. The body-bolster is formed of the casting *b*, having its

ends in the same horizontal plane and its central portion depressed below the level of the end portions, as at *d'*. Cast integral with this portion *b* are side portions *b*⁵, extending from end to end of the bolster and forming strengthening-flanges therefor. These depending sides or flanges embrace at their middle point a truck-bolster *h*, as clearly indicated in Figs. 2 and 3, and cast integral with the body-bolster is the center plate *c*, having formed on its under side an annular recess *c'*, which receives a corresponding annular projection *h*² upon the center plate *h'*, which center plate is secured to the truck-bolster. The body-bolster is provided at its ends with gusset-plates *e*, suitably secured thereto by rivets *e'*, and the longitudinal sills of the car *g g'* are secured to this gusset-plate. The body-bolster is also provided with suitable side bearings *b'*, and the transverse and longitudinal strengthening-ribs *b*³ *b*⁴. The center sills of the car rest upon the upper surface of the depressed portion of the body-bolster and are suitably secured thereto by rivets *e*². Ribs *f* are formed integral with the bolster at this point, these ribs extending longitudinally of the car, and the center sills are secured to these ribs by suitable rivets *e*³.

It will be understood that the body-bolster may be curved to the extent desired in order to permit the use of center sills of the desired width—that is, the curvature may be greater or less, according to the width of the center sills to be used. The construction of my improved bolster and the parts of the underframe connected therewith will be readily understood without further description.

I claim—

1. A railway-car having an underframe comprising longitudinal center sills extending from end to end of the car, and a body-bolster having a depressed central portion to which the center sills are secured said body-bolster having also downwardly-curved side plates.

2. In a railway-car, a bolster having its end portions in the same horizontal plane and its top central portion curved downwardly to form a depressed bearing for the center sills and downwardly-curved side plates integral with the top.

3. In a railway-car, a body-bolster having sides curved downwardly at their middle point, and a truck-bolster extending between the downwardly-curved portion of the sides.
5. 4. A bolster for railway-cars, composed of an integral casting, said casting comprising end portions, a depressed central portion, downwardly-curved sides, seats for the center sills of the car, and a center plate, substantially as described.

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Witnesses:

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