J. McC. COLEMAN.

RAILWAY CAR CONSTRUCTION.

APPLICATION FILED MAY 5, 1909.

947,372. Patented Jan. 25, 1910.

Fig. 1.

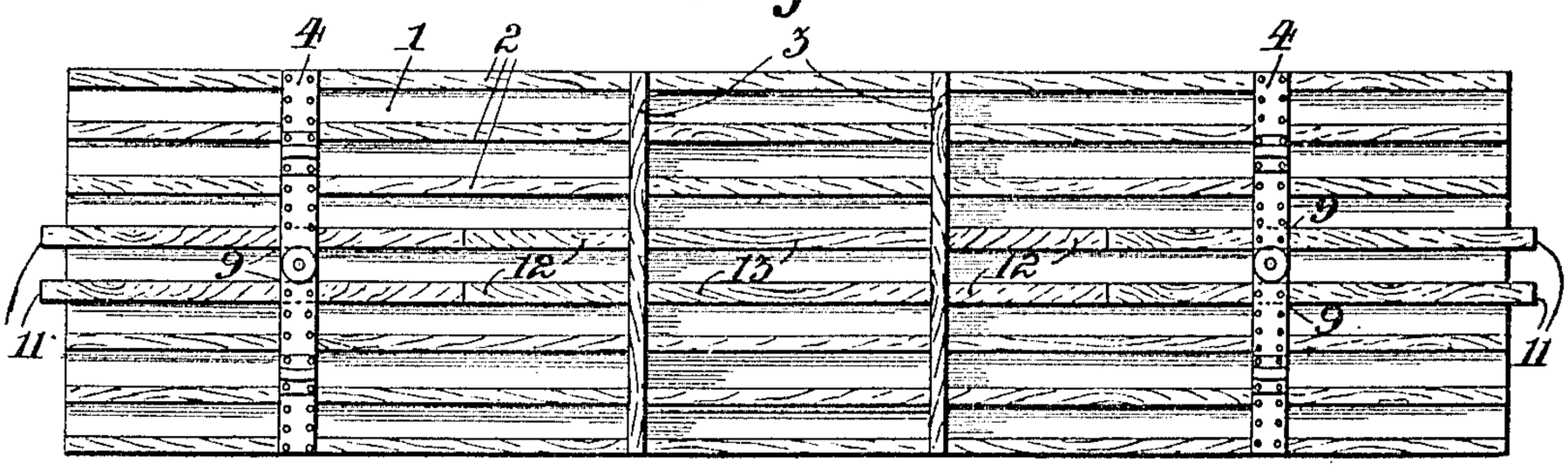


Fig. 2.

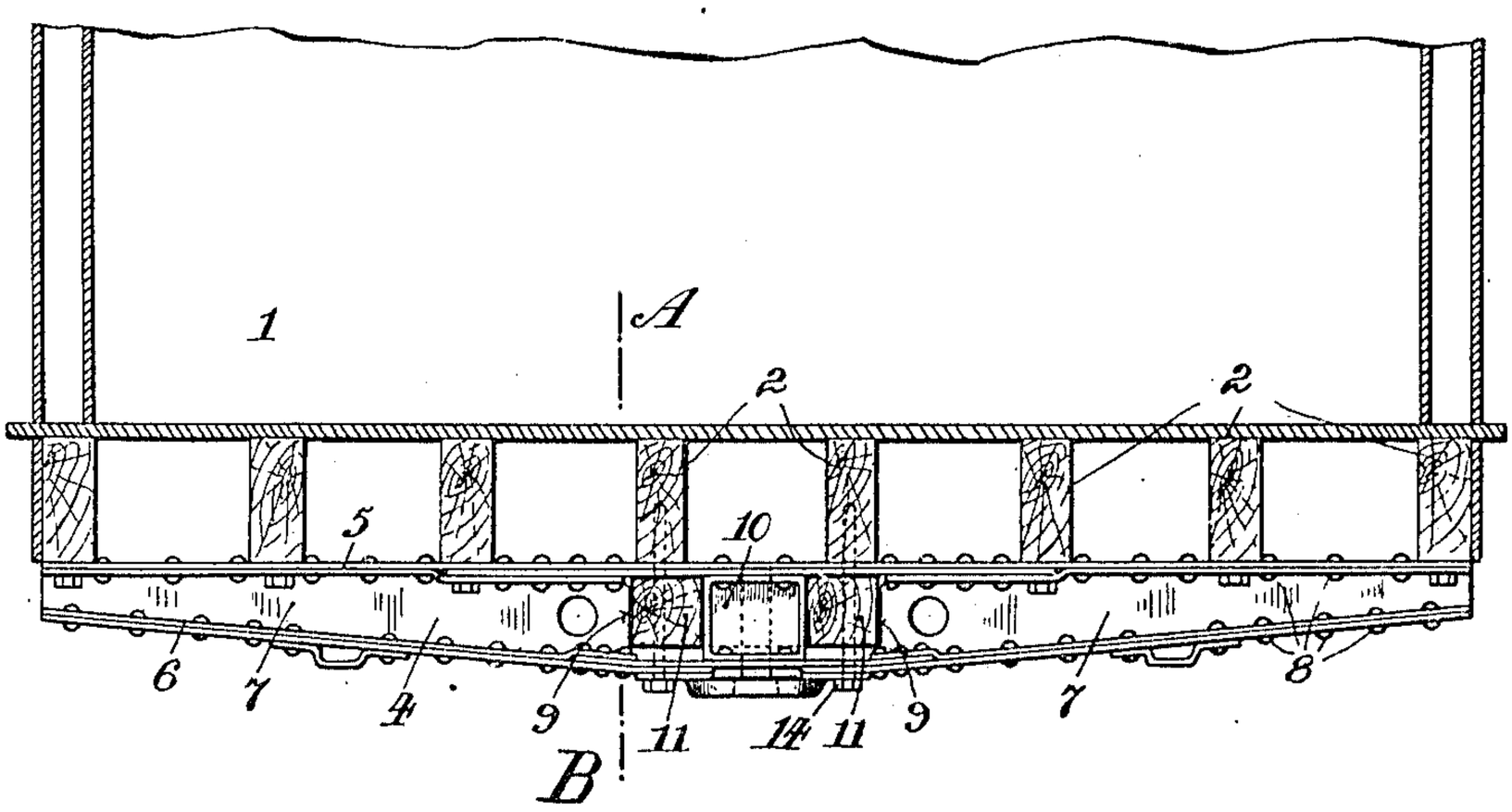
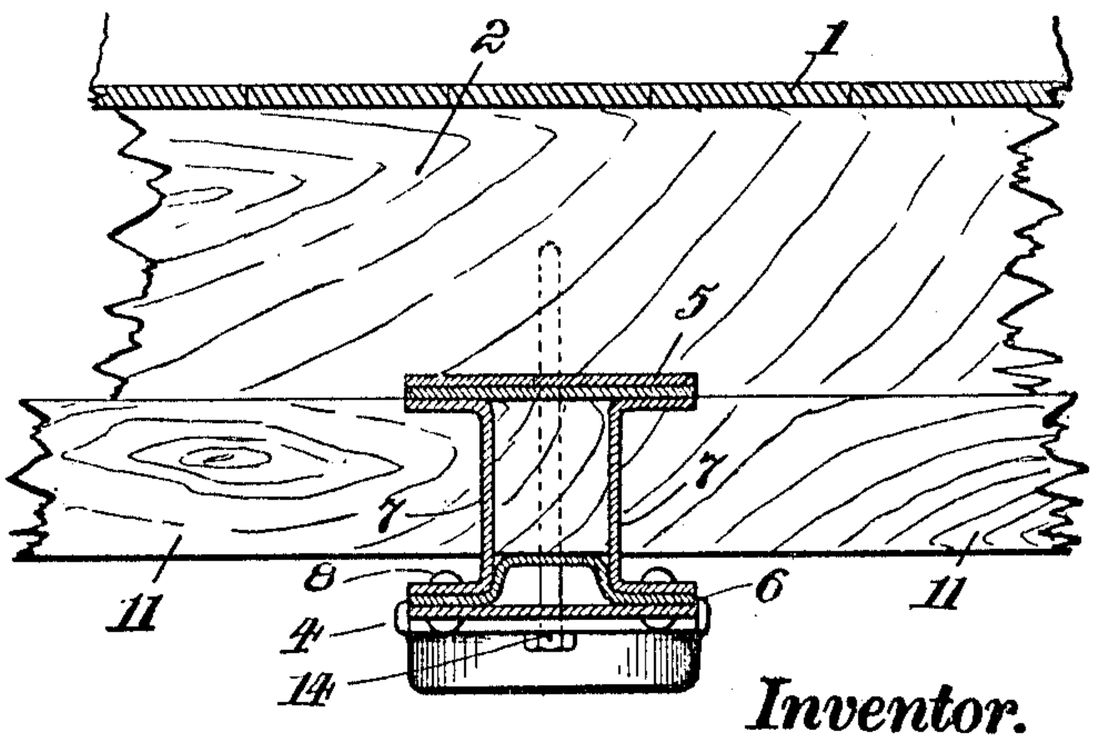


Fig. 3.



Witnesses.

H. Davis

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Inventor.

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UNITED STATES PATENT OFFICE.

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RAILWAY-CAR CONSTRUCTION.

947,372. Specification of Letters Patent. **Patented Jan. 25, 1910.**

Application filed May 5, 1909. Serial No. 494,158.

To all whom it may concern:

Be it known that I, JAMES McCUTCHEON COLEMAN, a citizen of the United States of America, and resident of the town of St. Lambert, in the Province of Quebec, in the Dominion of Canada, have invented certain new and useful Improvements in Railway-Car Construction; and I do hereby declare that the following is a full, clear, and exact description of the same.

The invention relates to improvements in railway car construction, as described in the present specification and illustrated in the accompanying drawings that form part of the same.

The invention consists essentially in the novel construction and arrangement of parts whereby the draft timbers extend through corresponding openings in the side walls of a closed bolster.

The objects of the invention are to distribute the shock incident to bumping throughout the length of the car and to insure the firm support of the draft timbers laterally.

In the drawings, Figure 1 is a plan view of the body of the car showing the arrangement of the timbers and the bolsters. Fig. 2 is an enlarged sectional view of a portion of the car body and supporting timbers and a side view of a bolster showing the draft timbers extending through said bolster. Fig. 3 is an enlarged cross sectional detail of a bolster showing the arrangement of the timbers therethrough and thereabove on the line A—B in Fig. 2.

Like numerals of reference indicate corresponding parts in each figure.

Referring to the drawings, 1 is the car body supported on the longitudinal timbers 2 and the cross timbers 3.

4 are the bolsters formed of the top plates 5, the bottom plates 6, the latter converging toward said top plates from the center to the ends respectively, as customary in bolster construction, and the side walls 7, said side walls being securely joined by the bolts 8 to said top and bottom plates and extending inwardly to the openings 9.

10 is a closed central structure for the insertion of the king pin and arranged between the openings 10.

11 are the draft timbers extending through the openings 9 and meeting the timbers 12, the latter terminating at a cross timber 3, but to all intents and purposes continuing throughout the length of the car by means of the longitudinal timbers 13 between the central cross timbers 3.

14 are bolts securing the draft timbers to the cross timbers thereabove through the bolster.

What I claim as my invention is:

In railway car construction, the combination with the body, longitudinal and cross timbers supporting said body, of bolsters having side walls thereto extending inwardly from the end and terminating adjacent to the central king pin structures forming draft timber openings at each side of said central structures, draft timbers extending from beyond the ends of the cars inwardly through said openings in the bolsters and longitudinal timbers meeting the inner ends of said draft timbers and with said cross timbers insuring the continuity of said draft timbers throughout the length of the car.

Signed at the city and district of Montreal, Quebec, Canada, this 27th day of April, 1909.

JAMES McCUTCHEON COLEMAN.

Witnesses:
G. H. TRESIDDER,
P. SHEE.