

No. 793,516.

PATENTED JUNE 27, 1905.

G. G. FLOYD.
CAR TRUCK BOLSTER.
APPLICATION FILED AUG. 12, 1903.

Fig. 1.

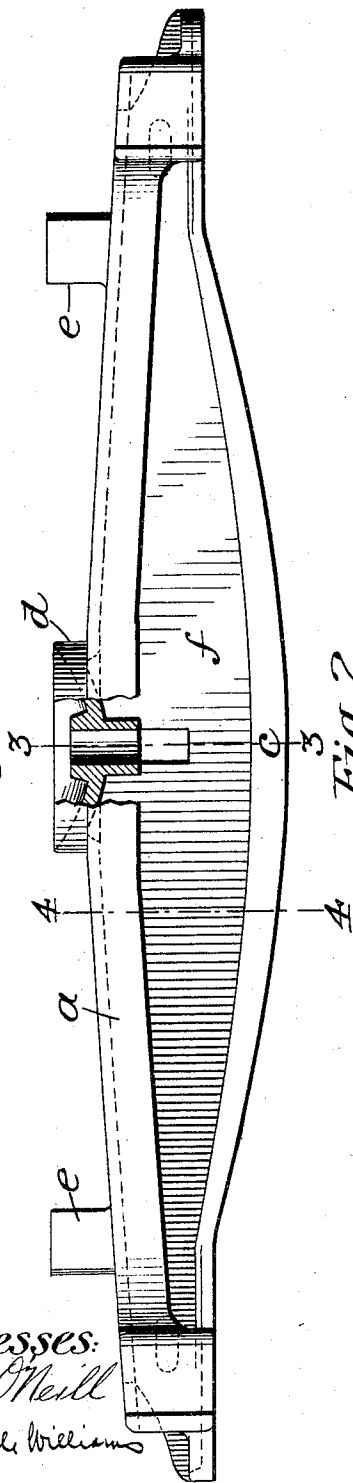


Fig. 2.

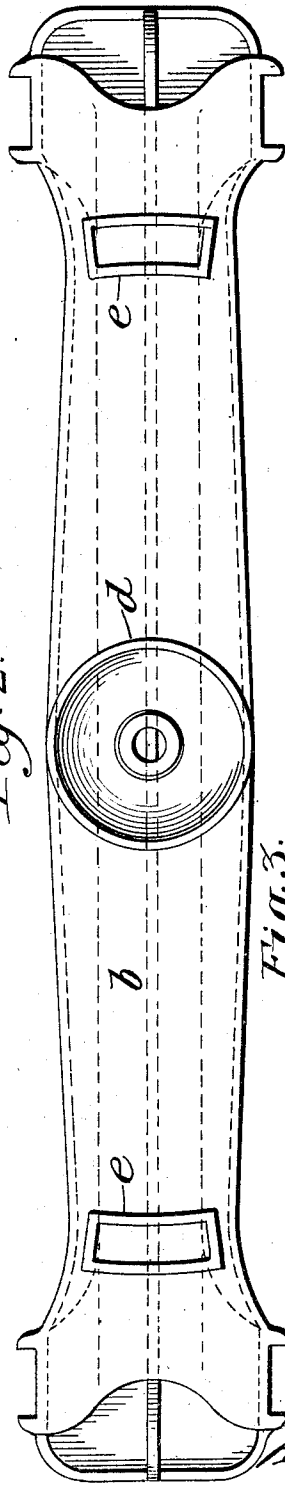
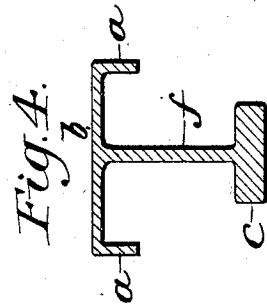
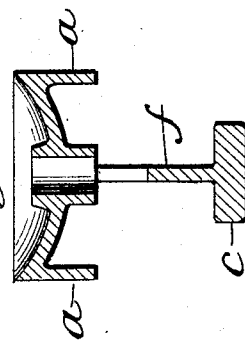


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

GEORGE G. FLOYD, OF ST. LOUIS, MISSOURI, ASSIGNOR TO AMERICAN STEEL FOUNDRIES, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

CAR-TRUCK BOLSTER.

SPECIFICATION forming part of Letters Patent No. 793,516, dated June 27, 1905.

Application filed August 12, 1903. Serial No. 169,206.

To all whom it may concern:

Be it known that I, GEORGE G. FLOYD, a citizen of the United States, residing in the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Car-Truck Bolsters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-bolsters, and particularly to that type wherein a central web connects a top and bottom chord, so that the structure as a whole is of general T shape in cross-section.

The main purpose of the invention is to produce a car-bolster of this class wherein special provision is made for increasing its carrying capacity and its resistance to transverse shocks and strains whether transmitted in a vertical or horizontal direction. When embodied in a cast-steel structure, the improvements also lessen the danger of warping or checking in the main elements of the bolster.

In the accompanying drawings, Figure 1 represents a side elevation, partly in section, of a car-truck bolster embodying my improvements. Fig. 2 represents a plan view thereof. Figs. 3 and 4 represent cross-sectional views taken on planes indicated by the lines 3 3 and 4 4, respectively, of Fig. 1.

Similar letters of reference indicate similar parts throughout the several views.

Referring to the drawings, *b* indicates the top of the bolster carrying the center bearing *d* and side bearings *e*. The bolster is provided with the usual column-guides and spring-planks.

In order to stiffen the top of the bolster, increase its carrying capacity, and enable it to more effectually resist transverse strains from above or from the sides, I provide it with the depending edge flanges *a*, extending throughout the length of the bolster and co-extensive with the top plate, these edge flanges also lessening the liability of the bolster to warp or check when cast. I also provide the web *f* with a foot-flange *c* of greater thickness than the web itself, and I increase the

thickness of this foot-flange from the ends toward the center of the bolster, so as to give it a correspondingly increasing reinforcing effect. The ends of the foot-flange *c* project laterally and outwardly to reinforce the bolster at the junctures of the spring-seats with the web.

Having thus described my invention, what I claim is—

1. A car-bolster, substantially T shape in cross-section, the web of said bolster having a foot-flange increasing in thickness from the ends toward the center; substantially as described.

2. A bolster having a top plate having depending flanges coextensive therewith, a central longitudinal web depending from said plate, a bearing terminating between the top plate and the bottom of the web, and an opening transverse to the web for the reception of the king-bolt fastening.

3. A car-bolster, substantially T shape in cross-section, the top of said bolster being provided with depending edge flanges and the web of said bolster having a foot-flange increasing in thickness from the ends toward the center; substantially as described.

4. A bolster having a central, longitudinally-disposed web, a top plate carried by the web and having depending flanges coextensive with the top plate, and a tapered flange at the bottom of the web; substantially as described.

5. A bolster having a central, longitudinally-disposed web, a flange at the bottom of the web, the central portion of which is relatively thick, while the parts of the flange on opposite sides of the relatively thick portions gradually decrease in thickness toward the ends, a top plate on the web, and depending flanges carried thereby and coextensive with the top plate, substantially as described.

6. A bolster comprising a central, longitudinally-disposed web having an integral thickened portion at the bottom thereof, which thickened portion is of uniform width throughout and of gradually-decreasing heights toward the respective ends, spring-seats carried by the web, a top plate connected to the spring-seats and to the web, and depending flanges

carried by the top plate and extending from spring-seat to spring-seat; substantially as described.

5 7. A bolster having a top plate having depending flanges coextensive therewith, a central longitudinal web depending from said plate and having a foot-flange, a king-bolt bearing terminating between the top plate and the foot-flange of the web, and an opening

transverse to the web for the reception of the king-bolt fastening.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE G. FLOYD.

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