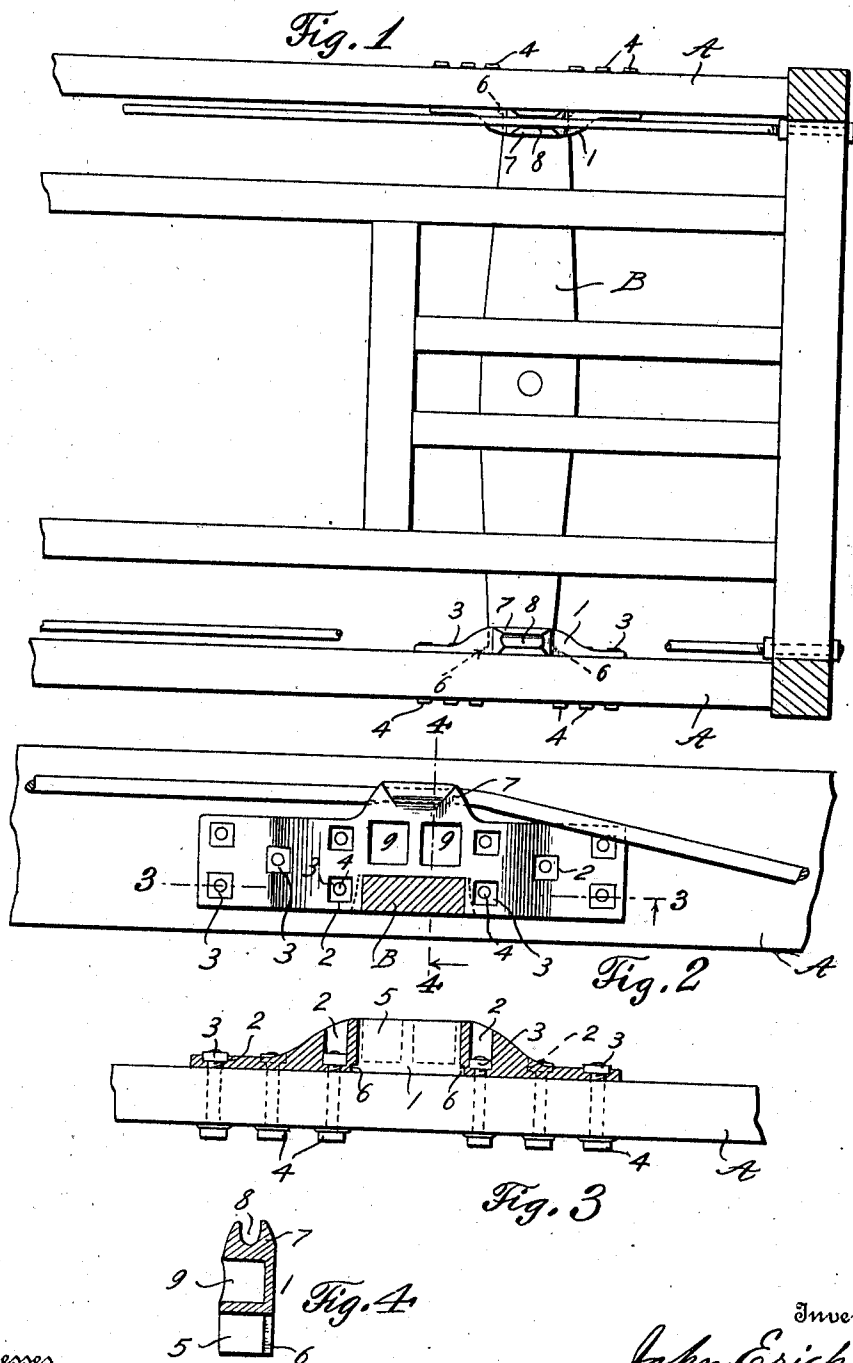


J. ERICKSON.
 SILL PROTECTOR, BOLSTER STOP, AND TRUSS ROD SUPPORT FOR CARS.
 APPLICATION FILED MAY 21, 1910.
 970,900. Patented Sept. 20, 1910.



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UNITED STATES PATENT OFFICE.

JOHN ERICKSON, OF CHEYENNE, WYOMING.

SILL-PROTECTOR, BOLSTER-STOP, AND TRUSS-ROD SUPPORT FOR CARS.

970,900.

Specification of Letters Patent. Patented Sept. 20, 1910.

Application filed May 21, 1910. Serial No. 562,654.

To all whom it may concern:

Be it known that I, JOHN ERICKSON, a citizen of the United States, residing at Cheyenne, in the county of Laramie and State of Wyoming, have invented certain new and useful Improvements in Sill-Protectors, Bolster-Stops, and Truss-Rod Supports for Cars, of which the following is a specification.

This invention relates to car construction and is primarily designed to provide body construction which may be secured to the side sills and in which the bolsters are adapted to rest, and also to form the truss rod support integral with the plate construction.

This invention will eliminate the usual expense and labor which is caused by the manner in which the bolsters are now secured to the car, and also add greater strength and durability to the construction of the car.

For a full understanding of the present invention reference is to be had to the following description, claims, and the accompanying drawing in which:

Figure 1 is a plan view of the floor frame construction illustrating the manner of securing the present invention to the side sills; Fig. 2 is a front elevation of the device secured to the car; Fig. 3 is a longitudinal section taken on line 3—3 of Fig. 2; Fig. 4 is a vertical transverse section taken on line 4—4 of Fig. 2.

Referring more particularly to the drawing, A indicates the side sills of the car and B the bolster. Secured to the inner surface of the side sill is a supporting body 1 having a central transverse protuberance and is provided with a plurality of recesses 2 in which the nuts 3 are placed in securing the body to the side sills by the bolts 4. The body 1 is provided centrally with a recess 5 in its lower edge in which the bolster is adapted to fit, said recess having the portion adjacent to the sills and at the lower edge of the body

wider than the main portion, as at 6. In the upper edge of the body is provided centrally an integral projection 7, the same being provided with a longitudinal groove 8 forming a seat for a truss rod.

From the foregoing it will be noticed that the body is retained more rigidly by the action of the bolster, tending to force upwardly and the equivalent pull downwardly exerted by the truss rod seated in the projection on top of said body. The protuberance of the plate may be recessed as at 9 for securing lightness in the construction. The recess portion 6 is adapted to receive the flanging ends of the bolsters and thereby retain the same from displacement. By this construction the bolsters are not secured to the side sills by bolts or rivets, the same being unnecessary.

What is claimed as new is:

1. In a combination with a car frame of a plurality of supporting bodies secured to the side sills each of said bodies being recessed in its lower edge adapted to receive the end of a bolster therein, and an integral projection on its upper edge provided with a longitudinal seat adapted to receive and support a truss rod.

2. In a combination with a car frame of a plurality of supporting bodies secured to the side sills, each of said bodies having a recess in its lower edge adjacent to one side of the body and a coinciding recess of larger width than the first mentioned recess, said recesses retaining the bolsters from displacement and an integral projection on its upper edge provided with a longitudinal seat adapted to receive and support a truss rod.

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

JOHN ERICKSON.

Witnesses:

L. M. BAGGS,
H. L. DAVIS.