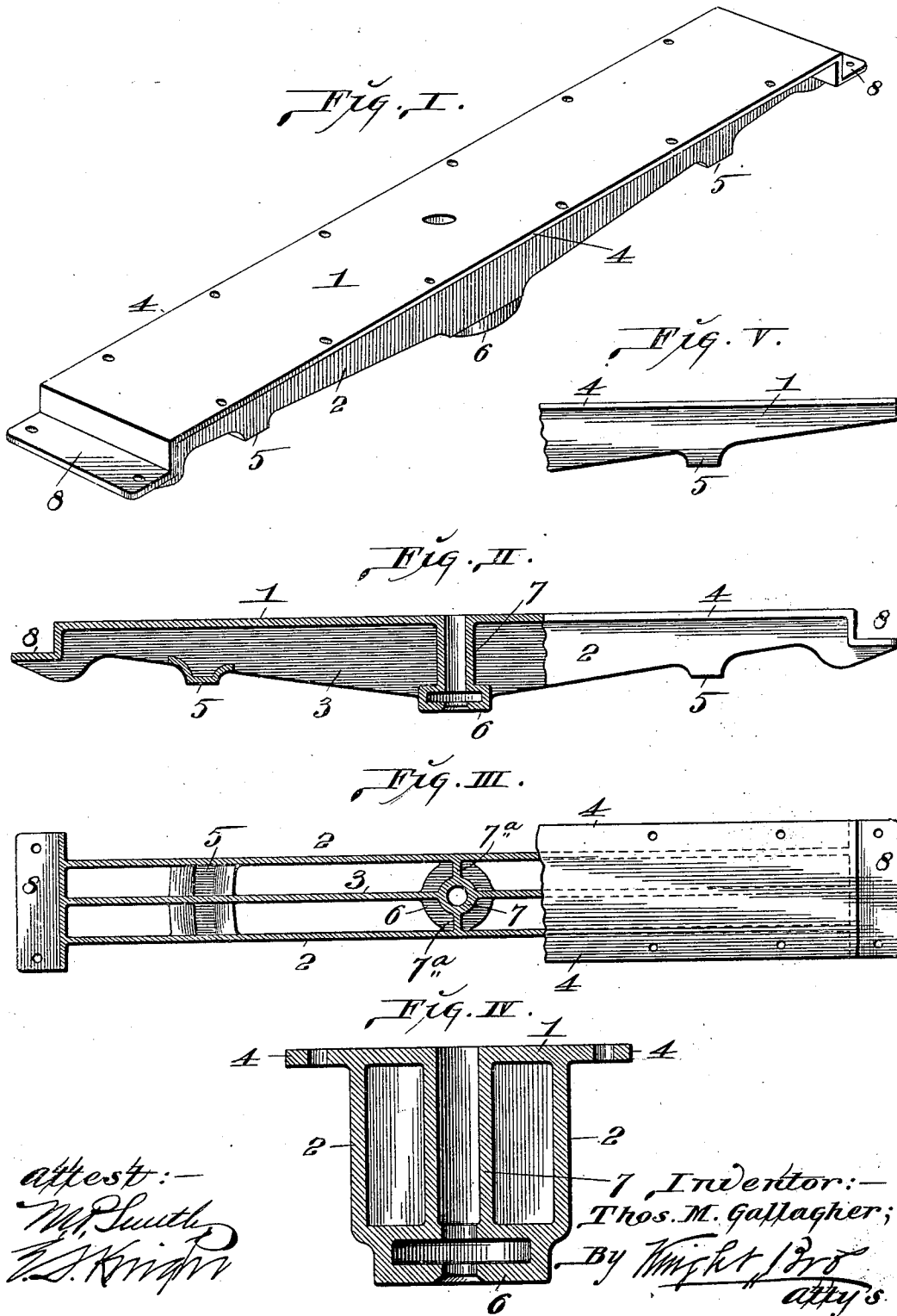


No. 698,929.

Patented Apr. 29, 1902.

T. M. GALLAGHER.
BODY BOLSTER FOR RAILWAY CARS.
(Application filed Dec. 30, 1901.)

(No Model.)



UNITED STATES PATENT OFFICE.

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BODY-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 698,929, dated April 29, 1902.

Application filed December 30, 1901. Serial No. 87,666. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. GALLAGHER, a citizen of the United States, residing in Old Orchard, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Body-Bolsters for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

The object of my invention is to produce a body-bolster for railway-cars which will combine maximum strength with minimum weight.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a perspective view of my improved bolster, showing the outer ends of the bolster dropped down, which is the construction used when the outside sills of the car-body are deeper than the inner sills. Fig. II is a view part in elevation and part in vertical section. Fig. III is a view part in plan and part in horizontal section. Fig. IV is an enlarged vertical transverse section taken through the middle of the bolster. Fig. V is a detail view of a bolster in which my invention is embodied, but the ends of the bolster running out flush with the top instead of being dropped down, as shown in the other figures.

The bolster has a closed top 1, from which depend two outer vertical ribs 2 and a central intermediate rib 3. The top of the bolster is preferably somewhat wider than the distance apart of the ribs 2, so that the edges of the top overhang the ribs, as shown at 4, Fig. III. The ribs 2 and 3 are open at the bottom, except where they are united by the integral side bearings 5 and the integral center bearing 6, the latter being connected to the top 1 of the bolster by means of a king-bolt post 7. The post 7 is connected to the outer vertical ribs 2 by means of webs 7^a, as shown in Fig. III.

Where the bolster is to be used in connection with a car-body having outer sills of greater depth than the inner sills, the ends of the bolster are dropped down, as shown at 8, Figs. I and II; but where the bolster is to be used in connection with a car-body having all of its sills of equal height the top of the bolster is run out straight, as shown in Fig. V.

The wide top of the bolster forms a substantial bearing for the car-sills, while the vertical ribs afford, with the top, the requisite strength to the bolster, and in this way I provide a bolster that is both light and strong, and by uniting the ribs by the integral side and center bearings any tendency for them to spread is prevented.

I claim as my invention—

1. A body-bolster for railway-cars, consisting of a top, outer vertical ribs and an intermediate rib depending from the top, and side bearings uniting the ribs at their lower edges, substantially as described.

2. A body-bolster for railway-cars consisting of a top, outer and intermediate ribs depending from the top, and center and side bearings uniting the ribs at their lower edges, substantially as described.

3. A body-bolster for railway-cars consisting of a top, two outer vertical ribs depending from the top, one central intermediate vertical rib depending from the top, and integral side and center bearings connecting all three of said ribs together at their lower edges, substantially as set forth.

4. A body-bolster for railway-cars consisting of a top, vertical ribs depending from the top and forming the sides of the bolster, a center bearing uniting the ribs at their lower edges, a king-bolt post uniting the center bearing with the top of the bolster, and a web connecting the king-bolt post with the outer vertical ribs, substantially as set forth.

THOMAS M. GALLAGHER.

In presence of—

E. S. KNIGHT,
M. P. SMITH.