

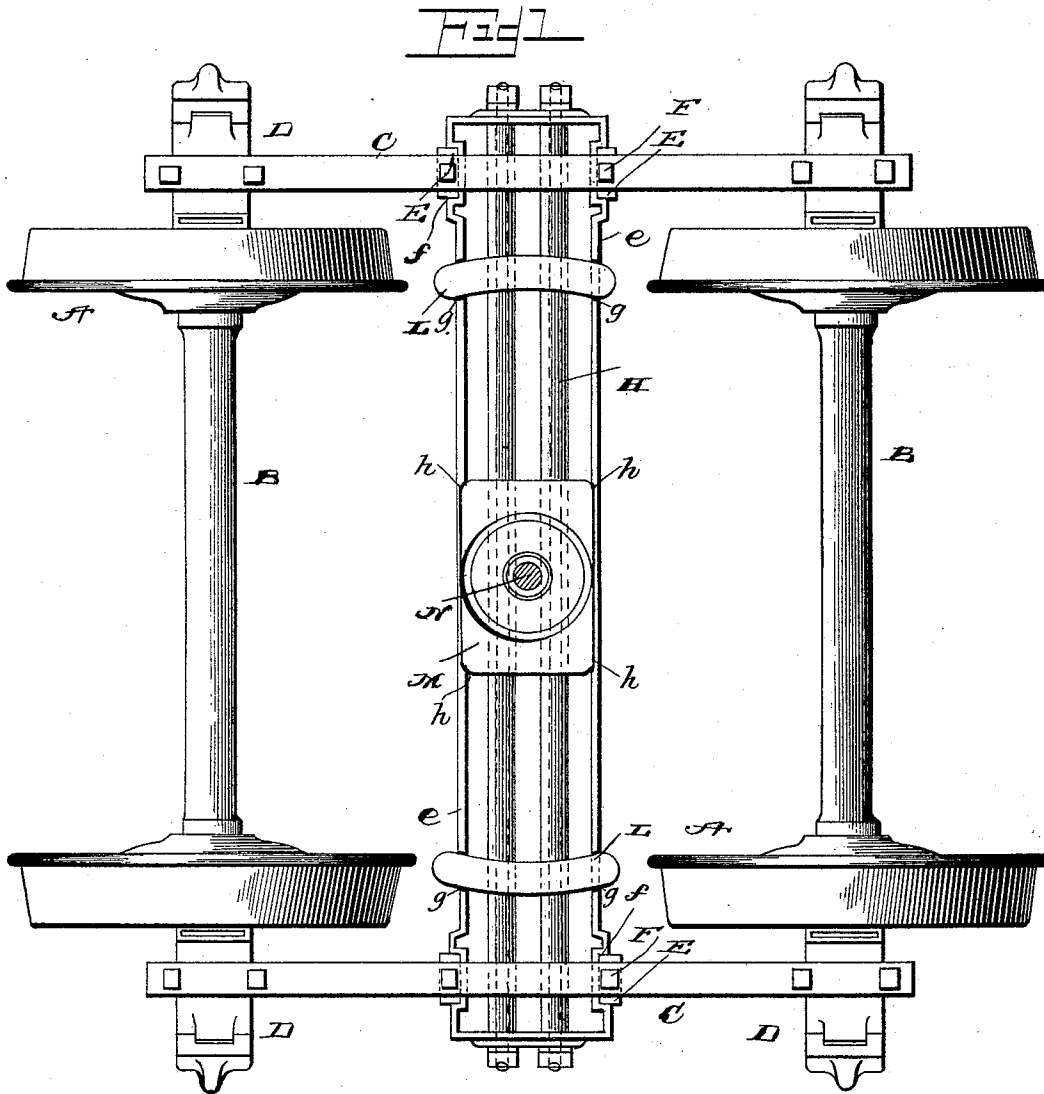
(No Model.)

2 Sheets—Sheet 1.

W. F. BRADLEY.
CAR TRUCK.

No. 492,776.

Patented Mar. 7, 1893.



Witnesses

John D. Davis
Thomas J. Rout Jr.

Inventor

William F. Bradley,
By his Attorneys
A. H. Evans & Co.

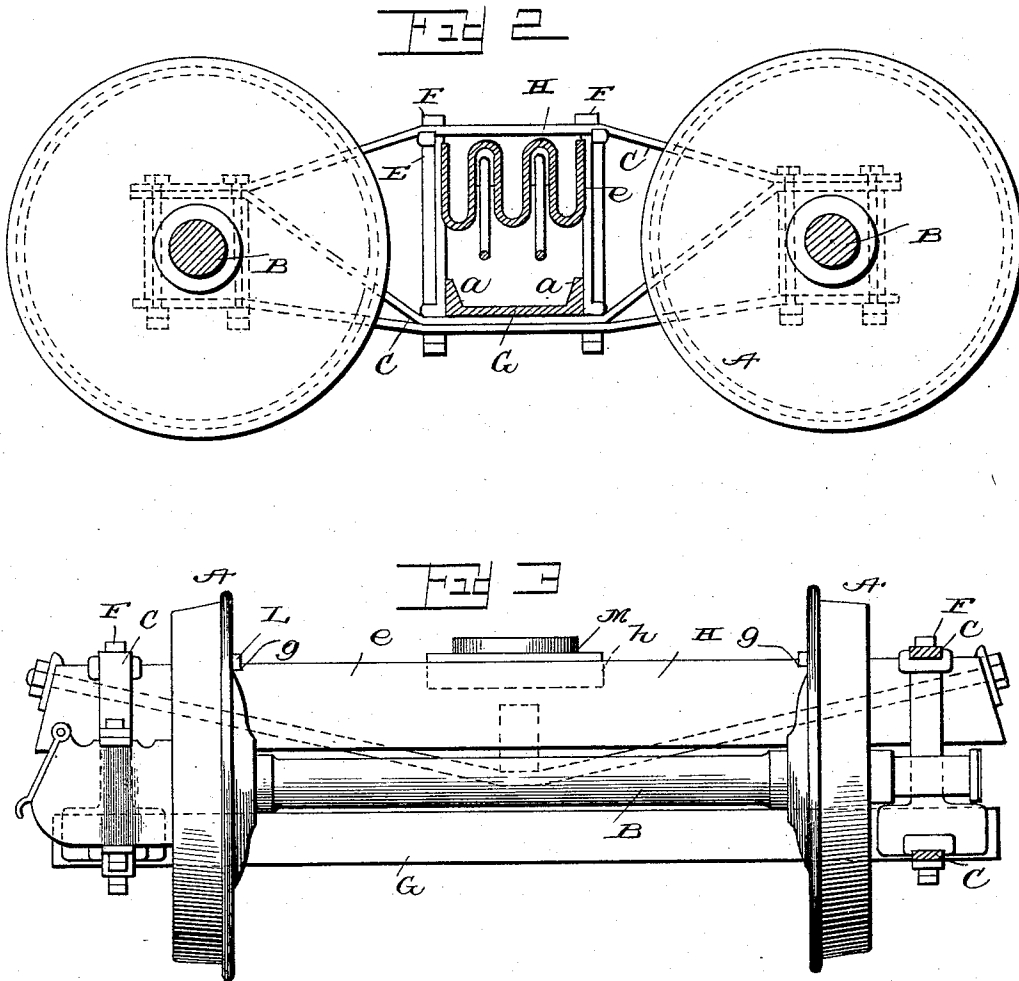
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UNITED STATES PATENT OFFICE.

WILLIAM F. BRADLEY, OF OWOSSO, MICHIGAN.

CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 492,776, dated March 7, 1893.

Application filed May 4, 1892. Serial No. 431,785. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. BRADLEY, a citizen of the United States, residing at Owosso, in the county of Shiawassee and State of Michigan, have invented certain new and useful Improvements in Railway-Trucks, as set forth in the accompanying drawings, forming part of this specification, in which—

Figure 1, is a plan view of a railway truck embodying my invention. Fig. 2, is a longitudinal sectional view of the same. Fig. 3, is an end view.

My invention relates to trucks for railway purposes, and consists of the constructions and combinations of devices which I shall hereinafter fully describe and claim.

To enable others skilled in the art to which my invention appertains to make and use the same I will now describe its construction and indicate the manner in which the same is carried out.

In the said drawings A represents the truck wheels mounted upon axles B which in turn are suitably journaled in boxes D of any well known form. The frame of the truck is of the type known as the diamond-shaped frame, and it comprises the upper and lower arch bars C, between which the vertically disposed truck columns E are placed and supported, and maintained in position by the pillar bolts F whereby the frame is braced and its parts rigidly secured. These parts may be of any desired and well known form and constitute no essential portion of my invention.

Suitably supported within the truck frame, and preferably upon the lower arch bar C, is the lower bolster G, having its sides upturned to form the flanges *a*.

The upper bolster H, which forms the essential part of my invention is made of a single piece of continuously corrugated metal with its corrugations of any desired shape and depth and extending in the direction of the length of the bolster. This construction imparts to the bolster a folded appearance in cross section as shown in Fig. 2. The walls of the corrugations may be vertical and parallel with each other, or may converge downwardly, or be otherwise formed without departing from the spirit of my invention. The corrugations may also be of any suitable depth

and the upper and lower ends of the side walls of the corrugations may be joined by curved or straight walls as may be desired, while the outer side edges of the bolster are bent upwardly to form the vertical outer side-walls as shown. By thus forming the bolster with its corrugations running lengthwise, I greatly stiffen the bolster and at the same time lessen its weight, and provide a bolster whose strength is superior to many of those now in use.

The side flanges *e* of the corrugated bolster are provided with exterior recesses F within which the truck columns E are fitted, whereby the bolster may slide up and down said columns and yet be securely held against end movement. The top surface of the bolster is also provided with recesses *g* in which the side bearing plates L are seated to prevent the latter having a movement along the bolster in the event of any of the attachments becoming loose. Also at the center of the bolster there is formed a recess *h* in which the center casting M is fitted so that it may be held against movement longitudinal of the bolster in case the center bolt N should become removed from its casting or be broken.

As before stated I do not limit myself to any particular form or depth of corrugation, but may use any form that will best resist the strain, and at the same time simplify the construction, and make a bolster of superior strength and minimum lightness.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In railway trucks, a bolster formed of continuously corrugated metal whereby the bolster presents a folded appearance in cross section, said corrugations extending approximately parallel with each other in the direction of the length of the bolster.

2. In railway trucks, a bolster formed of a single piece of metal bent to form a continuous corrugation and having its side edges bent vertically to form the side walls of the bolster.

3. In railway trucks, a bolster formed of metal, and having vertical sides joined by a series of connected and continuous corrugations whereby the bolster presents a folded appearance in cross section.

4. In railway trucks, a metallic bolster having vertical side flanges joined by a transverse series of continuous corrugations running in approximately parallel planes in the direction of the length of the bolster, said side
5 flanges being recessed to receive the columns.

5. In railway trucks a bolster having corrugations extending in the direction of its length and having recesses formed in its upper surface for the reception of the side bearing
10 plates L, substantially as herein described.

6. In railway trucks, a bolster having corrugations extending in the direction of its length, and having a recess formed at the center of
15 its upper surface for the reception of the cen-

ter bearing, substantially as and for the purpose described.

7. In railway trucks, a metallic bolster having vertical side flanges joined by a transverse series of continuous corrugations extending
20 in approximately parallel planes in the direction of the length of the bolster, said side flanges being recessed at the center of their inner walls to receive the center bearing, substantially as herein described.

WILLIAM F. BRADLEY.

Witnesses:

E. L. BREWER,
BERT SLUCKLE.