

(No Model.)

L. K. JEWETT.
BOLSTER FOR CAR TRUCKS.

No. 409,686.

Patented Aug. 27, 1889.

Fig: 1.

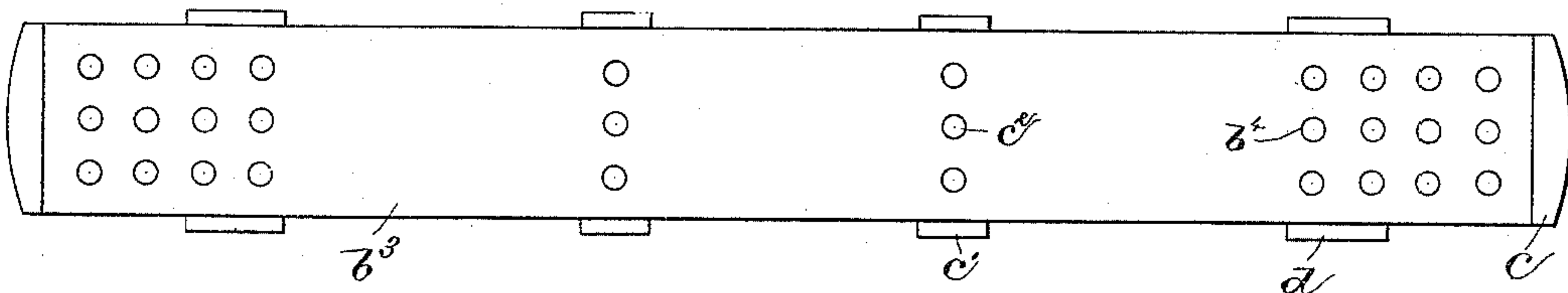


Fig: 2.

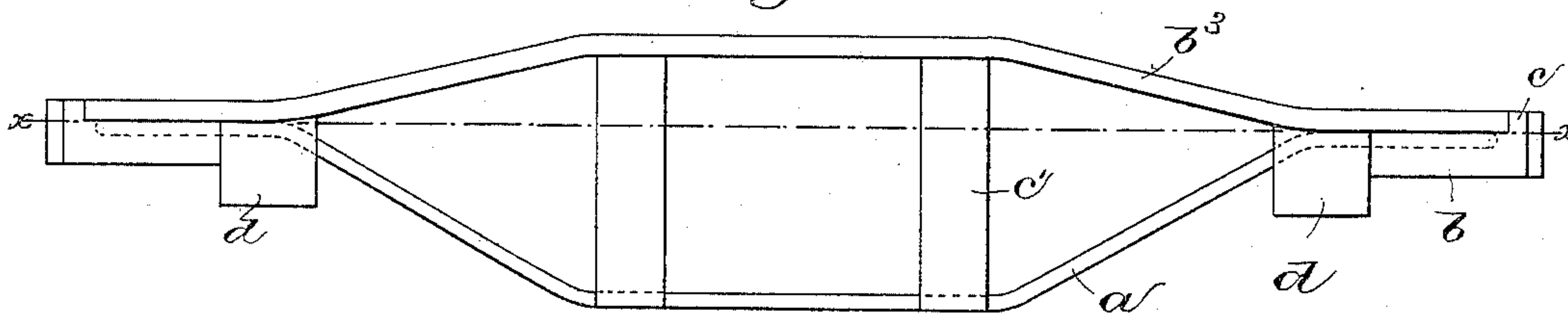


Fig: 3.

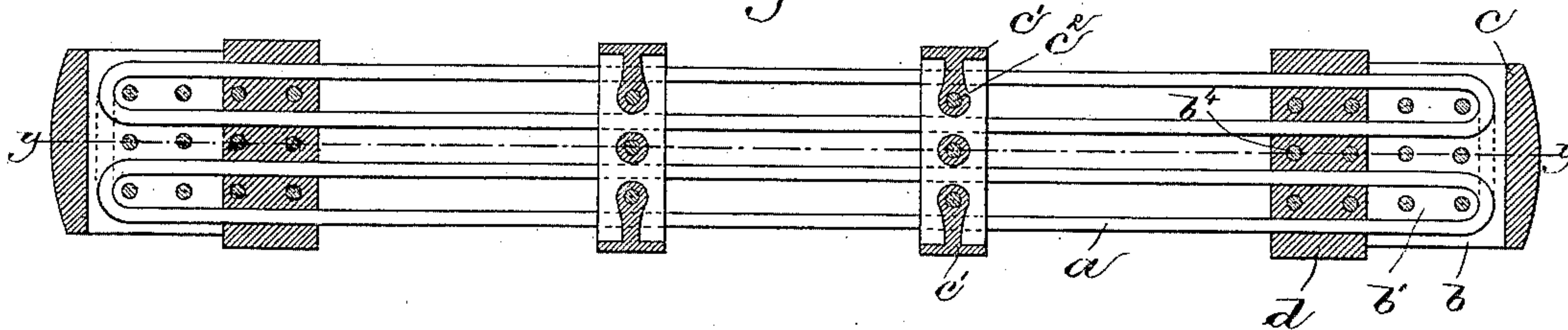
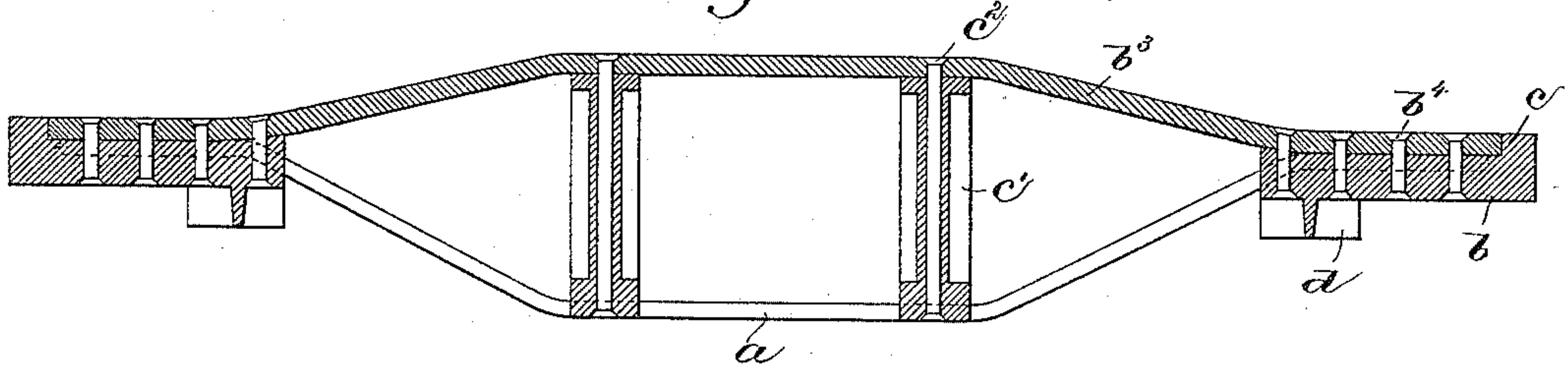


Fig: 4.



Witnesses.
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UNITED STATES PATENT OFFICE.

LUTHER K. JEWETT, OF BOSTON, MASSACHUSETTS.

BOLSTER FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 409,686, dated August 27, 1889.

Application filed October 12, 1888. Serial No. 287,926. (No model.)

To all whom it may concern:

Be it known that I, LUTHER K. JEWETT, of Boston, county of Suffolk, State of Massachusetts, have invented an Improvement in Bolsters, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention relates to car-trucks, and has for its object the production of a novel bolster in which lightness combined with increased strength are obtained at a minimum expense.

My improved bolster is especially adapted to be used on car-trucks of that class in which the bolster is supported at its ends upon springs located in a substantially U-shaped transom, substantially such as shown and described in United States Patent No. 384,981, granted to me June 26, 1888, the said bolster being capable of vertical movement within the said transom.

In accordance with my present invention, the lower part or half of the bolster is composed of loops, bands, or rods, preferably of strong wrought-iron, such as is known to the trade as "B. B. iron," the ends of the said loops or rods resting upon castings or blocks, to which the upper half or part of the bolster—preferably a metal plate—is secured by suitable rivets or bolts, or in other suitable manner.

The bolster is strengthened at its center by castings or braces, which rest upon the metal loops and are secured to the top plate of the bolster by suitable bolts.

The particular features in which my invention consists will be pointed out in the claims at the end of this specification.

Figure 1 is a top or plan view of a bolster embodying my invention; Fig. 2, a side elevation of the bolster shown in Fig. 1; Fig. 3, a section of the bolster shown in Fig. 2 in line *x x*, and Fig. 4 a longitudinal section of the bolster on line *y y*, Fig. 3.

The bolster consists, essentially, of an upper and lower part or half suitably braced or supported and secured together, as will be described. The lower part of the bolster is made, preferably, of two or more loops *a*, of strong wrought-iron, known to the trade as

"B. B. iron." The loops *a* are supported at their ends by castings or blocks *b*, provided on their upper faces with lugs or projections *b'*, which are embraced by the said loops, and against which the rounded ends of the loops abut, as clearly shown in Fig. 3. The loops *a* are secured to the castings *b* by the upper half of the bolster, herein shown as a metal plate *b³*, which is secured to the said castings, as shown, by bolts or rivets *b⁴*, the ends of the top plate abutting against the shoulder or lug *c* on the said castings.

The bolster is strengthened between its ends, preferably on opposite sides of its center, by braces, shown as castings *c'*, which are provided on their lower sides with grooves or notches to embrace the loops *a²*, (see Fig. 4,) to prevent lateral movement of the said braces when secured in position, as by bolts *c²* extended through them and the top plate.

The end castings *b* are provided, as shown, with chafe-irons *d*, preferably cast integral with them, and the braces or castings *c'* as herein shown are extended laterally beyond the top plate to form center chafing-irons.

The bolster constructed as above described is light and cheap, yet very strong and capable of sustaining a very heavy load, while at the same time it is open and offers very little resistance to the passage of air when the car is in motion. It can be used on trucks employing either elliptical or spiral springs, or on what is known as a "rigid" or a "swing-motion" car-truck.

Believing myself to be the first to employ a loop or band in a bolster, I desire to say that I do not limit my invention to the exact form of loop or band, or to their number, as I may, if desired, employ one loop, as represented in Fig. 3, where the outer rods or members of the loop are shown in dotted lines as connected.

I claim—

1. A bolster for car-trucks, having its lower part or half composed of a continuous loop or band of metal, substantially as described.

2. A bolster for car-trucks, composed of one or more continuous metallic loops or bands, castings to support the said loops at their ends, and a top plate or part secured to said castings, substantially as described.

3. A bolster for car-trucks, composed of continuous metallic loops or bands, castings to support the said loops at their ends, a top plate secured to the end castings, and center
5 braces or castings, substantially as described.

4. A bolster for car-trucks, composed of continuous metallic loops or bands, castings to support the said loops at their ends, and chafe-irons attached to said castings, a top

plate secured to the end castings, and center 10 braces or castings, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

LUTHER K. JEWETT.

Witnesses:

JAS. H. CHURCHILL,
M. RAY.