

(No Model.)

C. E. BAUER.
CAR BOLSTER.

No. 604,555.

Patented May 24, 1898.

Fig. 1.

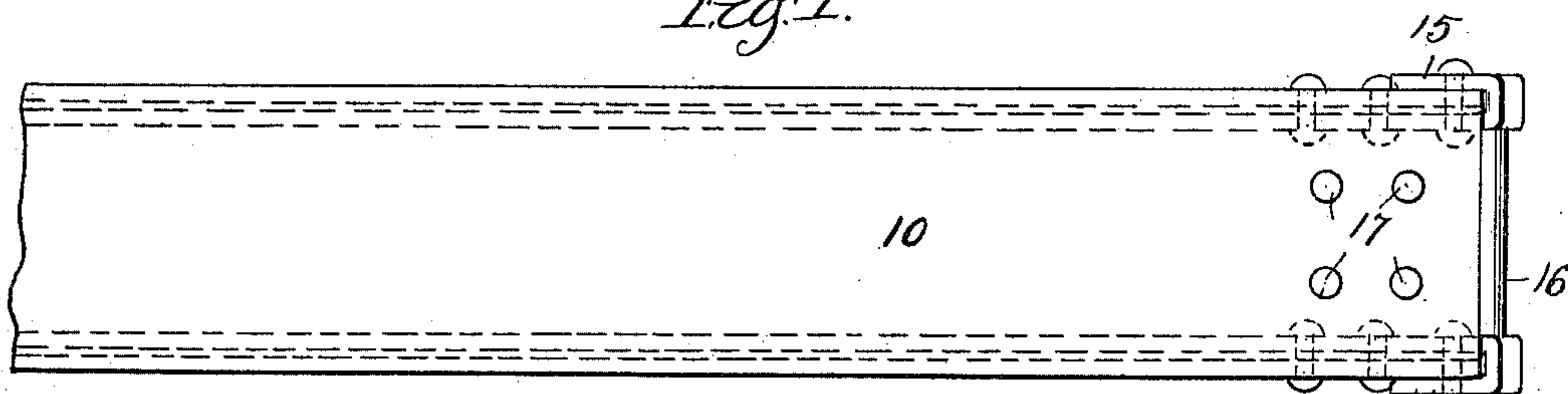


Fig. 2.

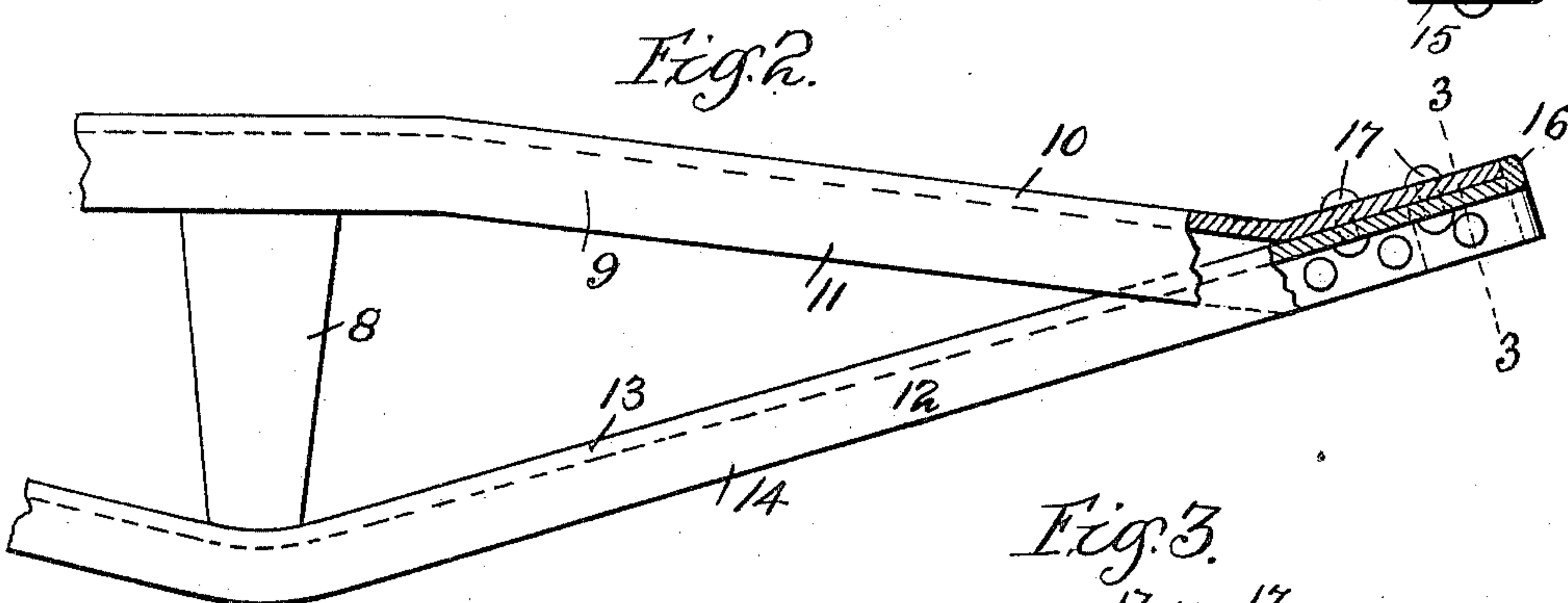


Fig. 4.

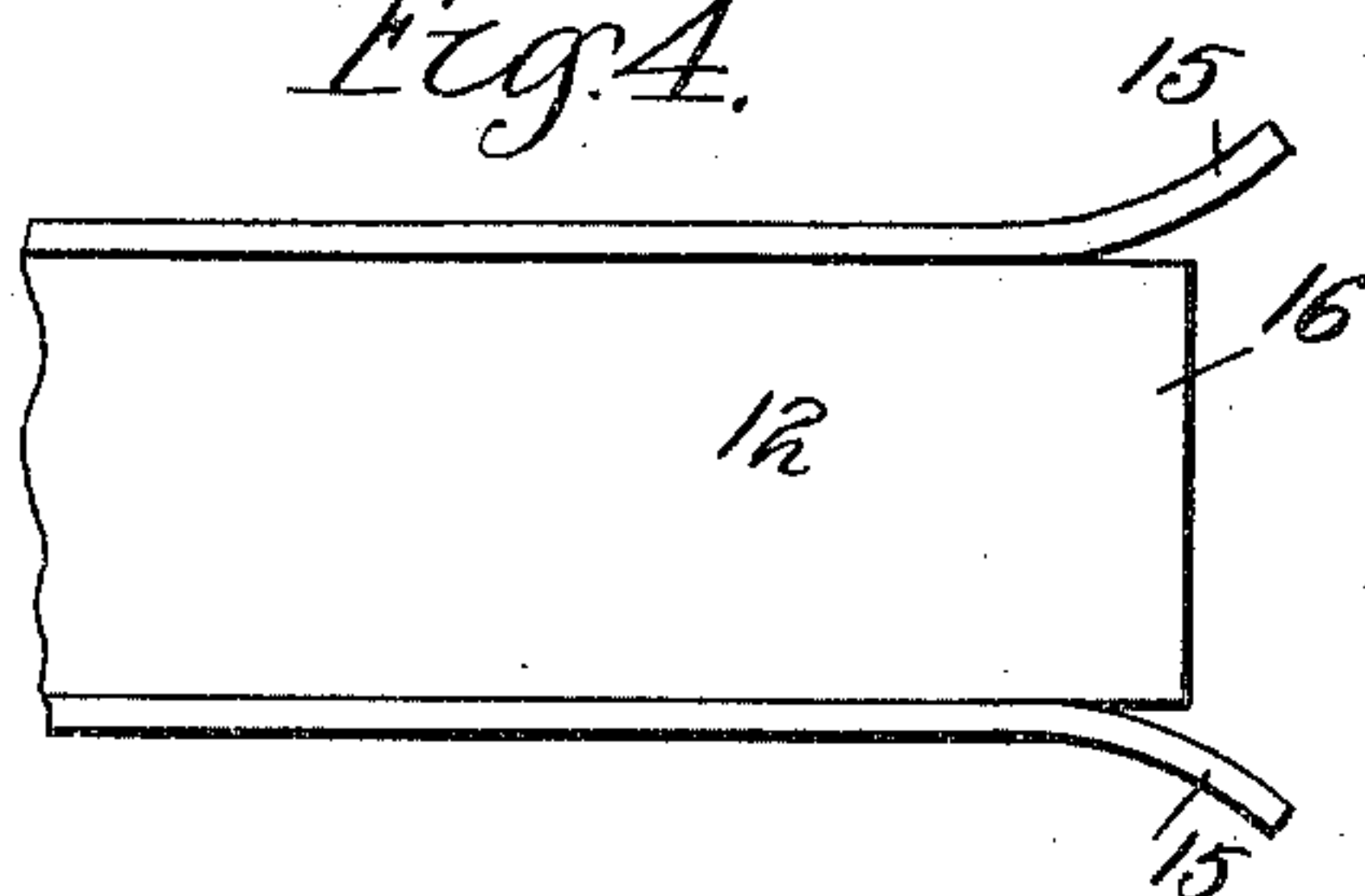


Fig. 3.

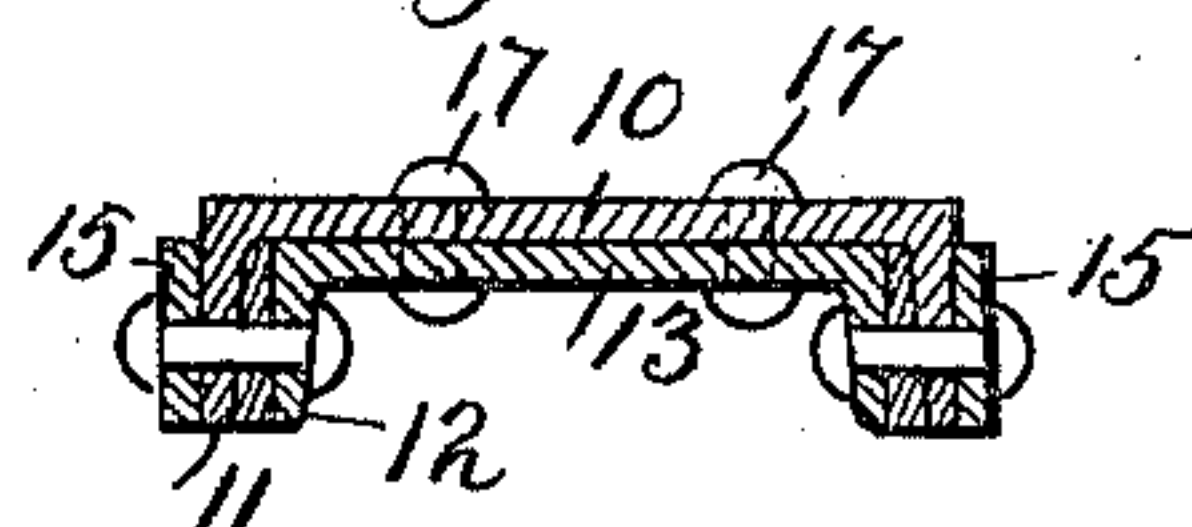


Fig. 5.

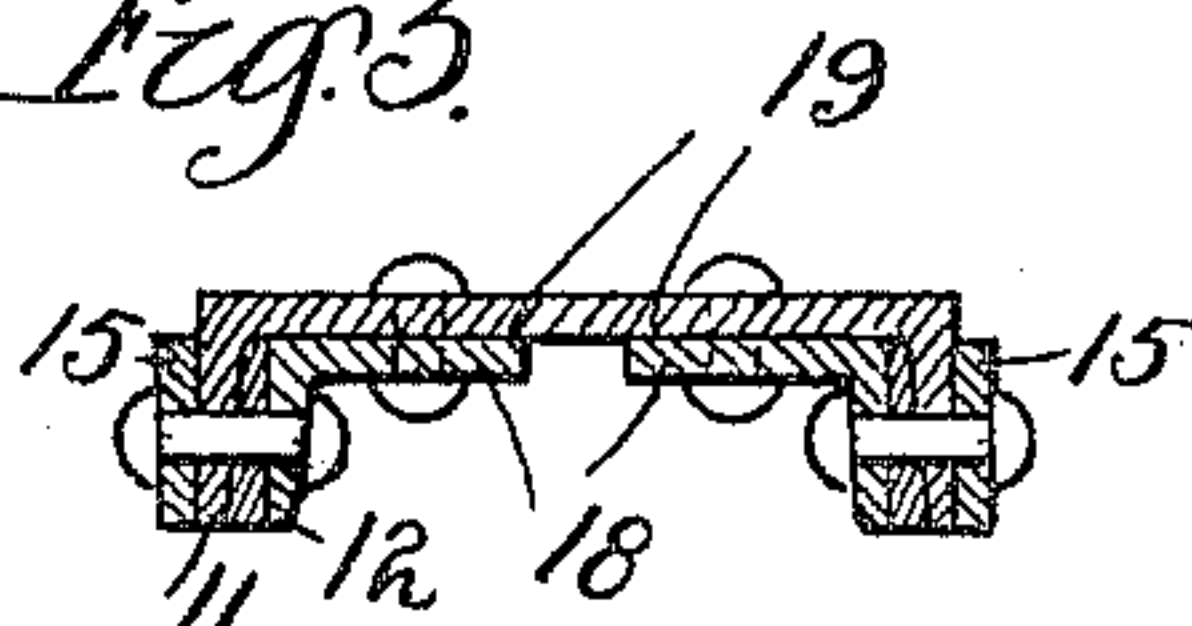


Fig. 6.

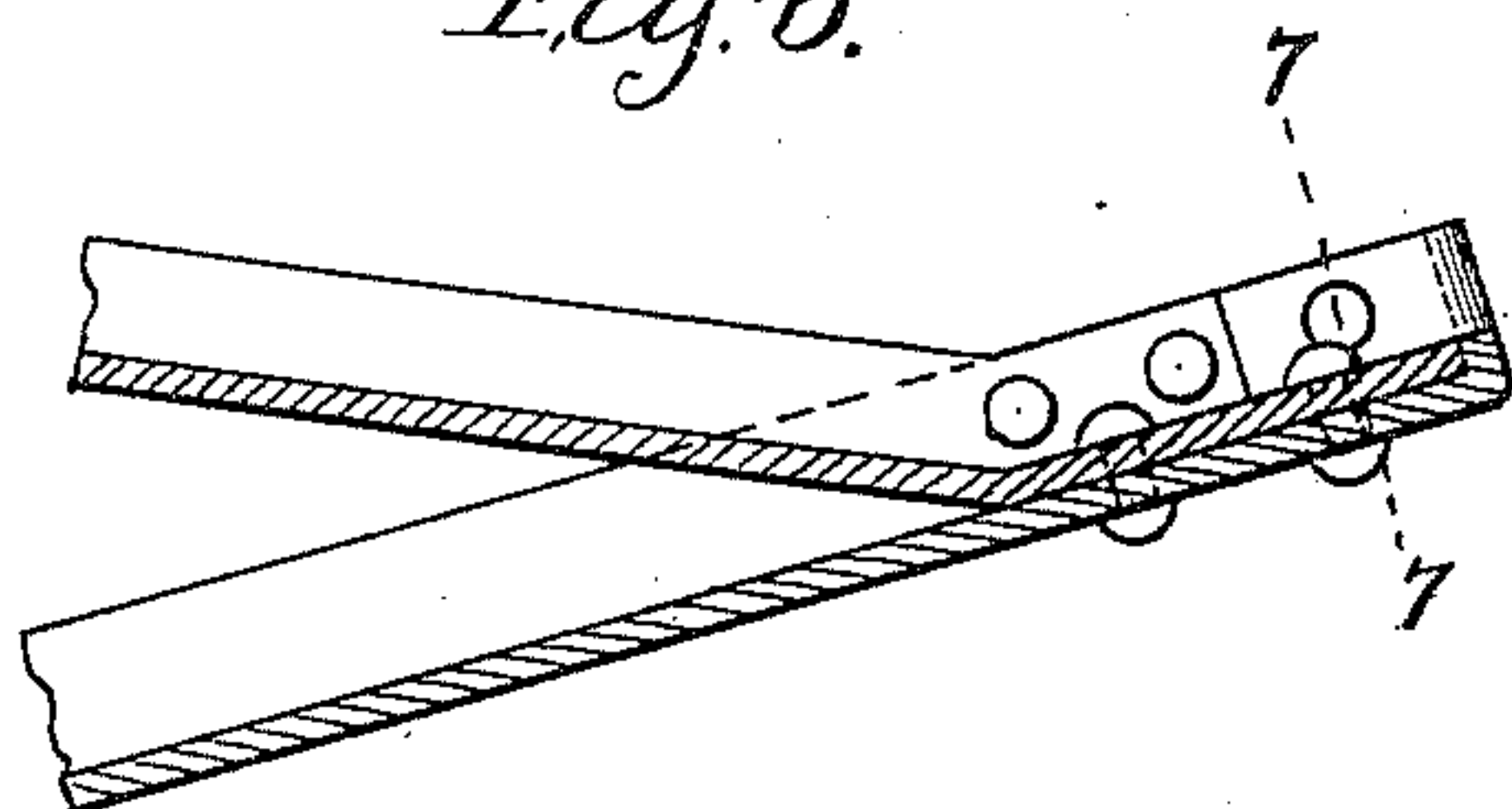
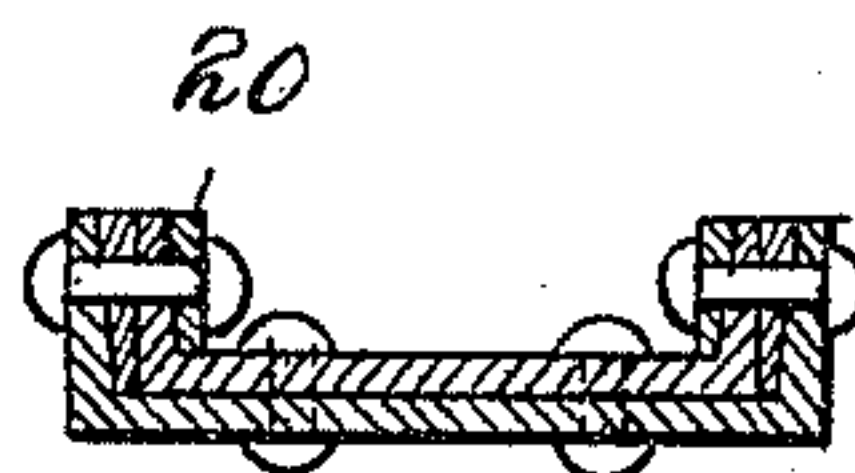


Fig. 7.



Witnesses.

Wm. M. Rheem.

Wm. J. Fleming

Inventor

Carl E. Bauer

by

Paul Synnestvedt
att'y.

UNITED STATES PATENT OFFICE.

CARL E. BAUER, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE SIMPLEX
RAILWAY APPLIANCE COMPANY, OF SAME PLACE.

CAR-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 604,555, dated May 24, 1898.

Application filed February 14, 1898. Serial No. 670,182. (No model.)

To all whom it may concern:

Be it known that I, CARL E. BAUER, a citizen of the United States, residing in Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Car-Bolsters, of which the following is a specification.

My present invention relates to a construction which may be used either as a car or truck bolster, and has reference particularly to the formation of the connection between the ends of the compression and tension members, and any form of middle support may be used that may be preferred.

The object of this invention is to secure a stable and easily-constructed joint or connection between the ends of the tension and compression members and one which the hard usage to which it is subjected will not tend to separate.

More specifically the object of this invention is to form such a connection in a bolster having a compression member composed of a web and flanges by providing in combination therewith a tension member having web and flange portions, either or both of which are hooked upon the ends and by such hooked portions engage the web and flanges of the compression member.

In the accompanying drawings I have illustrated my invention in preferred form.

Figure 1 shows a partial plan view of a bolster embodying my invention. Fig. 2 is a partial elevation of the same with the joint at the end shown in section. Fig. 3 is a section on the line 3 3 of Fig. 2. Fig. 4 shows a method of treating the ends of the tension member in the formation of my improved joint. Fig. 5 illustrates a modification of my invention in which the tension member is constructed of a pair of L's. Fig. 6 shows a construction in which both the tension and compression members are inverted, so that the flanges point in opposite directions; and Fig. 7 is a section on the line 7 7 of Fig. 6.

In the practice of my invention I employ a middle support 8, of any preferred construction, together with a compression member 9, composed of a web 10 and two or more flanges 11, while for a tension member 12 I employ a

metal piece or pieces having a web portion 13 and flanges 14.

In the preferred construction I employ a channel for a tension member, splitting the ends of the same in the manner shown in Fig. 4, forming thereon three tongues or projecting parts, two of which I have marked 15 and 16. These tongues I form into something of a hook shape, placing the compression member in engagement therewith in the manner shown in Fig. 2, the tongue 16 upon the web of the tension member engaging the web of the compression member, and the two tongues 15, formed of the flanges of the tension member, engaging, respectively, the two flanges of the compression member. This makes a very secure and strong construction, which is also cheap and easy to make. To secure the whole more firmly together, I employ a number of rivets 17, which may be arranged in any preferred manner.

In Fig. 5 I have illustrated a pair of angle-irons 18, substituted for the channel-iron 12, to form the tension member of the bolster, it being obvious that the horizontally-arranged portions 19 of these angle-irons form practically an equivalent of the web portion of the channel 12. The ends of the angle-irons are split in a manner similar to that shown in Fig. 4 and formed into hook shape to engage the ends of the compression member, as shown in Fig. 2.

Fig. 6 illustrates the manner of forming my improved joint or connection when the compression member and tension member are both inverted, and the compression member is narrower and embraced between the flanges of the tension member. In this case, of course, the tongues formed upon the flanges of the tension member would be turned inwardly around the flanges of the compression member, as shown at 20 in Fig. 7.

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

1. In a car-bolster, the combination with a middle support and a compression member having a web and flanges, of a tension member also provided with web and flange portions, the web and flange portions of the ten-

sion member being separated or split at the ends and formed into hook shape, and engaging respectively the web and flanges of the compression member, substantially as described.

2. In a car-bolster, the combination with a middle support and a compression member having a web and flanges, of a tension member also provided with web and flange portions, the flanges of the tension member at the ends being split or separated from the web and formed into hook shape engaging the flanges of the compression member.

3. In a car-bolster, the combination with a

channel-iron compression member and a middle support, of a channel-iron tension member embraced within the flanges of said compression member at the ends of the same, the flanges of the tension member being split or separated from the web portion of the tension member, and formed into hook shape and engaging the compression member, substantially as shown and described.

CARL E. BAUER.

Witnesses:

HESTER B. BAIRD,
PAUL SYNNESTVEDT.