

No. 641,821.

Patented Jan. 23, 1900.

C. E. BAUER.
BOLSTER FOR CARS.

(Application filed Feb. 14, 1898.)

(No Model.)

Fig. 1.

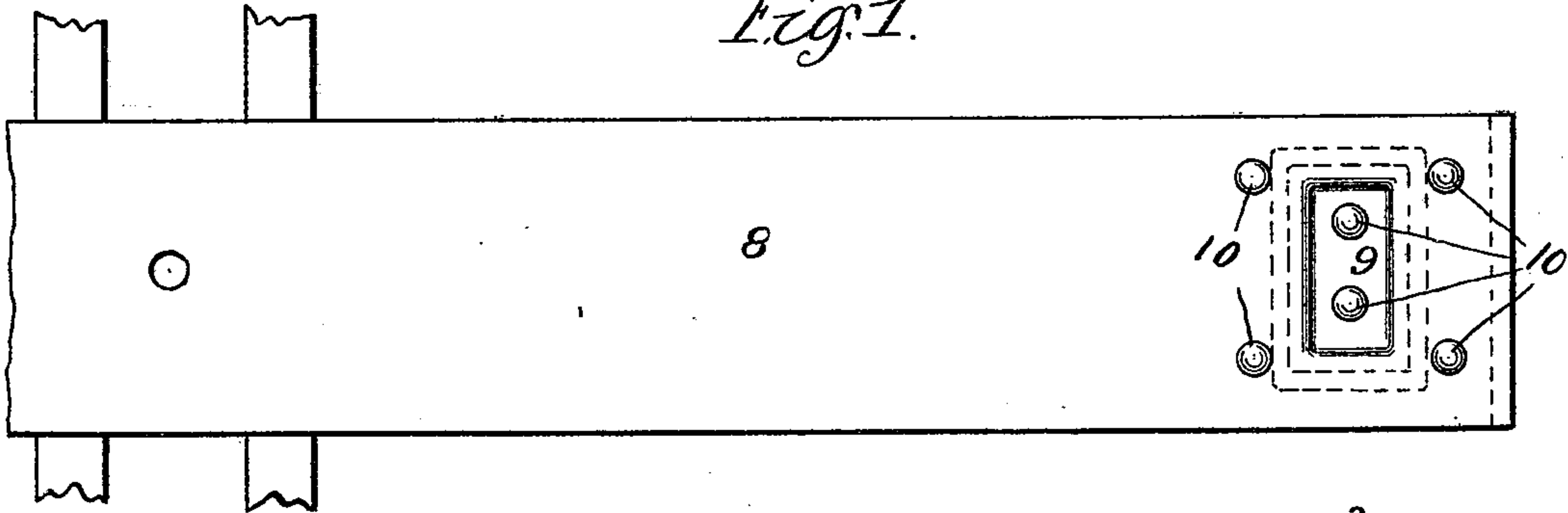


Fig. 2.

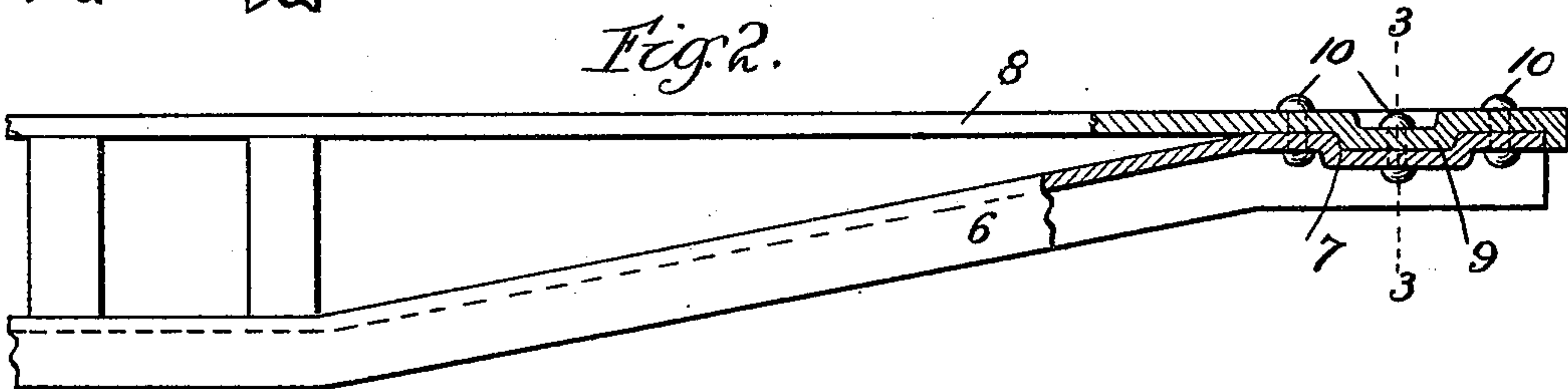


Fig. 3.

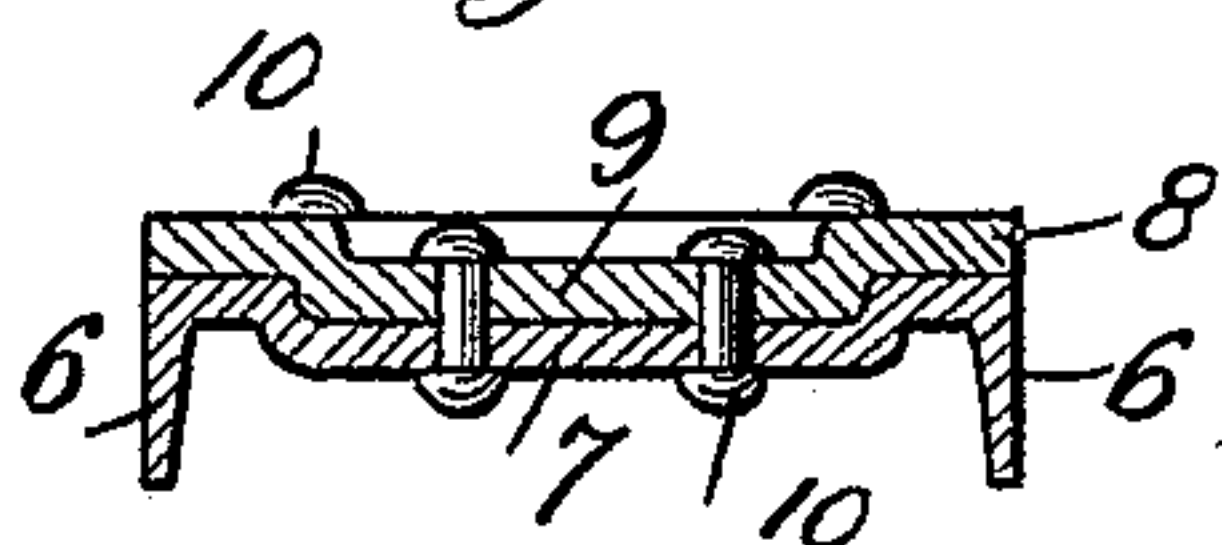


Fig. 4.

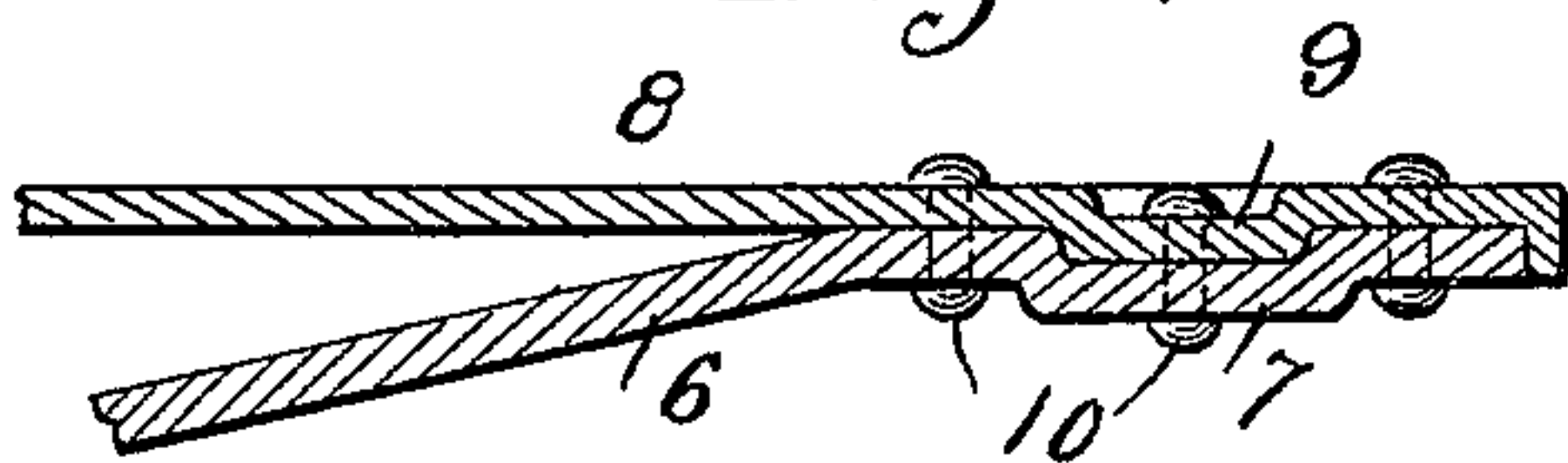
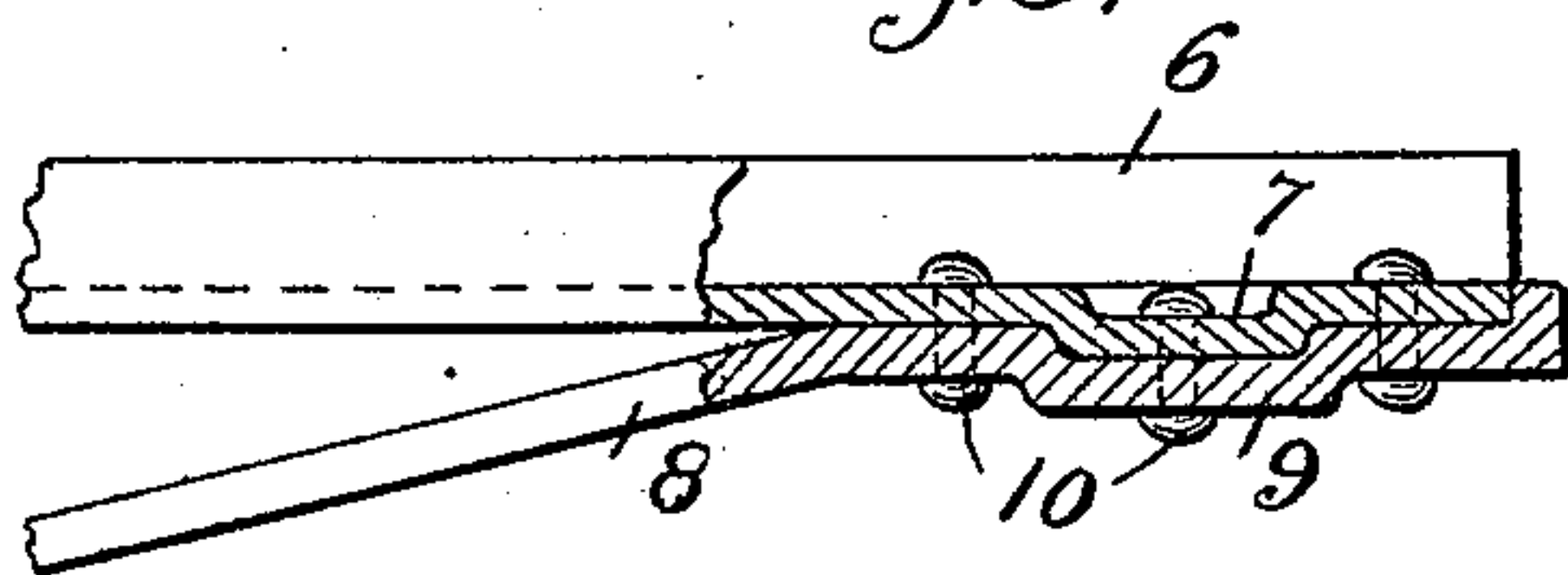


Fig. 5.



Witnesses.

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UNITED STATES PATENT OFFICE.

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

BOLSTER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 641,821, dated January 23, 1900.

Application filed February 14, 1898. Serial No. 670,181. (No model.)

To all whom it may concern:

Be it known that I, CARL E. BAUER, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented a new and useful Improved Bolster for Cars, of which the following is a specification.

My invention relates to bolsters for cars made of rolled or plate metal, and may be formed of any preferred section having a plate or web, whether the same be provided with flanges or not.

More specifically, my invention has for its object the provision of a recess or depression near the end of one or the other of the bolster members and the formation of a corresponding projection near the end of the other of the bolster members, said projection engaging said recess to form a strong and efficient connection between the two bolster members near the ends of the same.

In order to obtain a secure connection between the recess and the depression which I have formed upon the respective ends of the two bolster members, I bend the two members together at their ends, so as to cause them to lie in contiguous relation to each other and along parallel planes, the two members being held in such relation by means of a plurality of rivets.

My bolster is of course provided with some form of intermediate strut or middle support; but the precise construction of this constitutes no part of my present invention, as any design could be used which might be preferred.

In the accompanying drawings, Figure 1 is a partial plan view. Fig. 2 is a side elevation, partly in section, of a bolster embodying my invention in preferred form. Fig. 3 is a section through the end of the tension and compression members, taken on the line 3 3 of Fig. 2. Fig. 4 is a view illustrating the substitution of a plate for a compression member in place of the channel shown in Fig. 2, and Fig. 5 illustrates the use of a channel for a tension member.

To form a bolster in accordance with my present invention, I first take a compression member and at or near the end thereof stamp a depression or recess. In Figs. 1 and 2 the channel 6 is the compression member, and the recess therein is formed at 7 in the

web of the channel. I next take a tension member and form thereon a projection corresponding to the recess formed in the compression member, fastening the two members together by means of rivets. In Figs. 1, 2, and 3 I have shown a plate or strap tension member 8, the projection 9 thereon engaging the recess 7 in the compression member, as shown, and being secured by means of the rivets 10.

In order to get the best results from a bolster made in accordance with this invention and insure that the tension member after the bolster is completed will be somewhat under strain, I prefer to place the tension member upon the compression member after the recess has been made in the compression member and then press or force the web portion of the tension member down into the compression member recess, thus forming the projection upon the tension member exactly to fit the recess and securing the whole together by one and the same operation. In order to more securely guard against any movement of the adjacent ends of the two members in a lateral direction relative to each other, the depression and projection are formed intermediate the edges—that is, neither the projection nor the recess are extended clear to the edge on either side. To obtain a more perfect interlocking engagement between the depression and its corresponding projection, the sides of the depression which are transverse to the bolster are made in an abrupt plane relative to the longitudinal plane of the members on which the depression or projection is formed.

While, as stated, I prefer to use a channel as a compression member and a plate for a tension member, other sectional forms could be substituted, if desired, and by way of illustration in this connection I have indicated in Fig. 4 the construction of a bolster in accordance with my invention having both its tension and compression members made of plates or straps, and in Fig. 5 a bolster formed in accordance with my invention having a channel tension member and a plate compression member. I desire also to call attention to the fact that while I have shown and described my present improved bolster as having the re-

cesses formed in the compression member and the projections, which engage the recesses, formed in the tension member the construction in this regard could be exactly reversed, if occasion required, without departing from the spirit of my invention.

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

10 1. A bolster for cars comprising a middle support, a tension member and a compression member, one of said members at or near its end having a depression formed therein intermediate its edges and the other of said
15 members formed with a corresponding projection thereon engaging said depression, substantially as described.

2. A bolster for cars comprising a middle support, a tension member and a compression member, one of said members at or near
20 its end having a depression formed therein intermediate its edges the sides of said depression transverse to the bolster being in

an abrupt or rectangular plane relative to the longitudinal plane of its member and the other of said members constructed with a corresponding projection thereon engaging said depression, substantially as described. 25

3. A bolster for cars comprising a middle support, a tension member and a compression member, one of said members at or near its end having a depression formed therein intermediate its edges and the other of said members constructed with a corresponding projection thereon engaging said depression, the lower surface of said projection adapted to contact with the upper surface of said depression so that the two may securely interlock, and means for securely holding the ends of said members in contiguous relation to each other. 35 40

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Witnesses:

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