No. 692,569. Patented Feb. 4, 1902.

C. T. WESTLAKE.

CAR BOLSTER.

(Application filed Aug. 26, 1901.)

(No Model.)

Fig. 1.

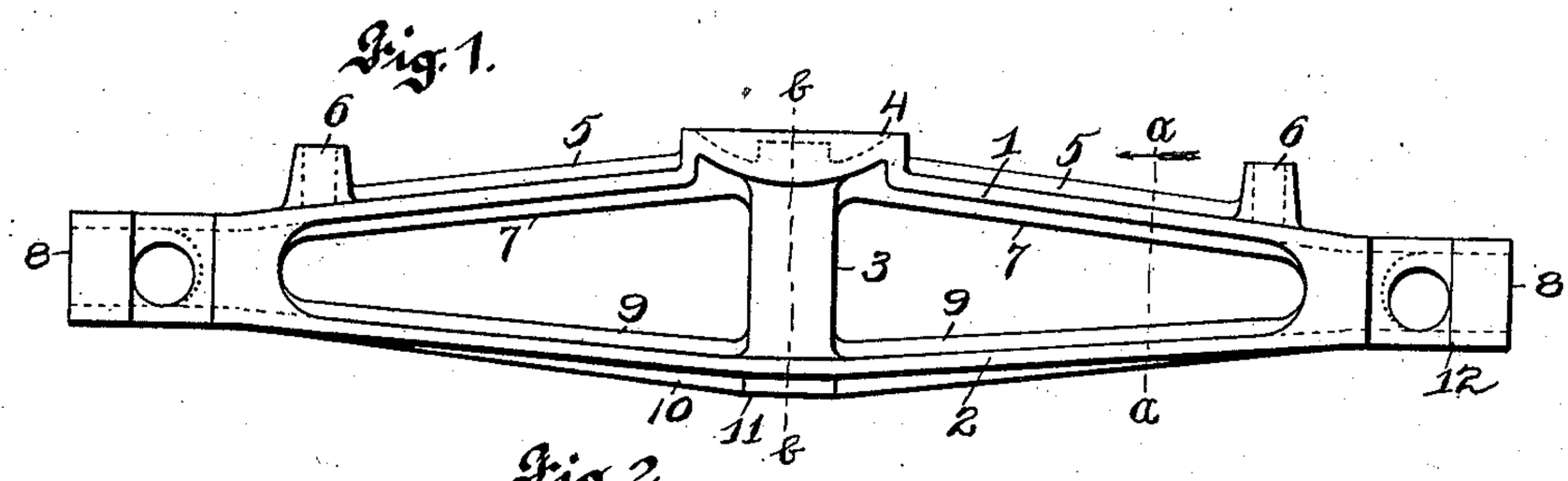


Fig. 2.

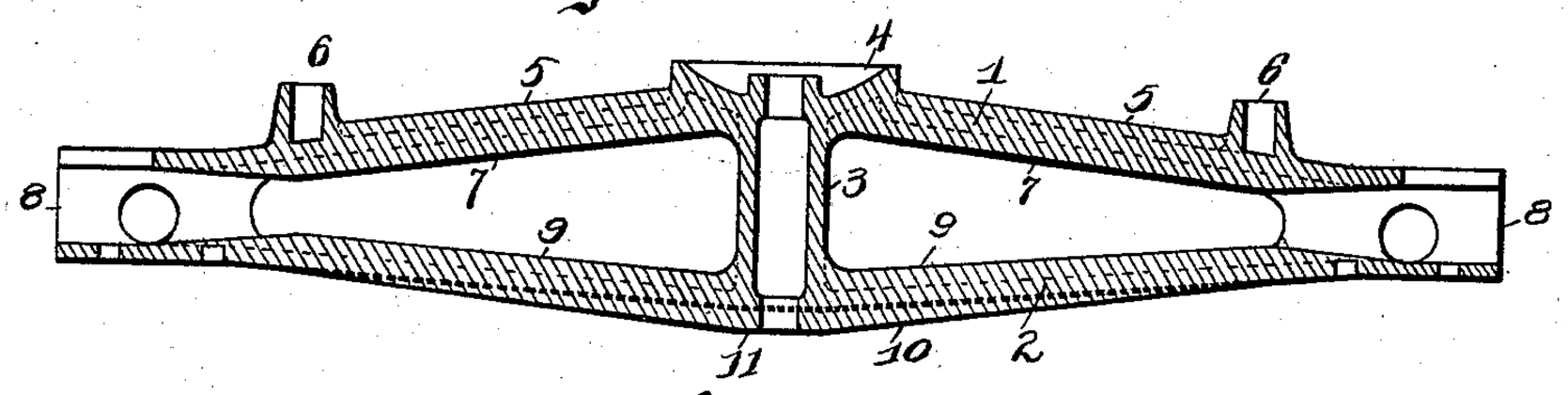


Fig. 3.

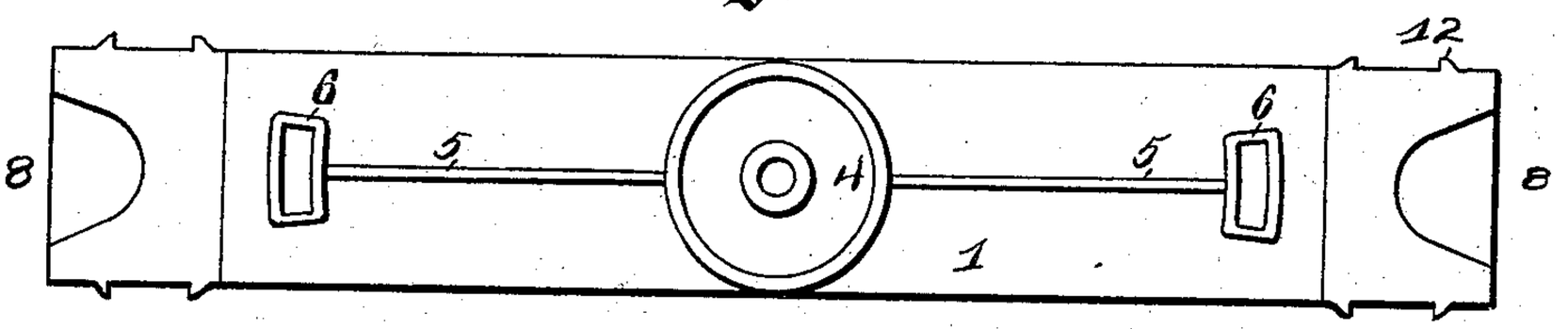


Fig. 4.

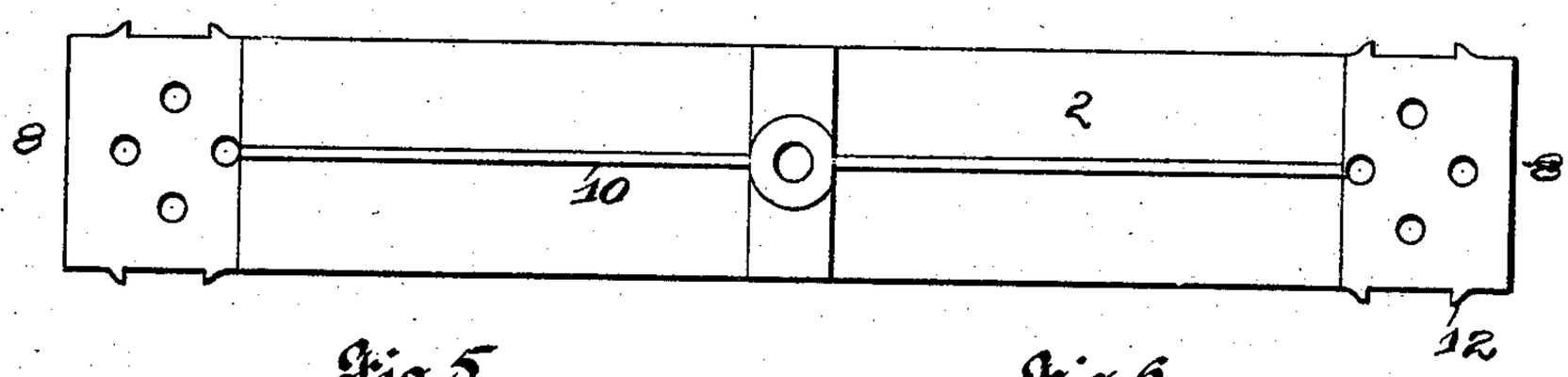


Fig. 5.

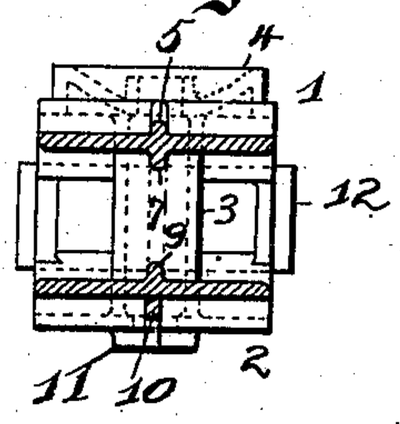
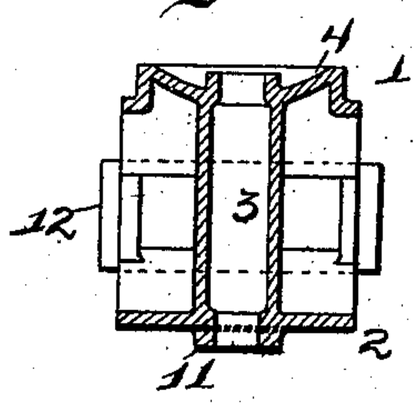


Fig. 6.



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UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE, OF ST. LOUIS, MISSOURI.

CAR-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 692,569, dated February 4, 1902.

Application filed August 26, 1901. Serial No. 73,219. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. WESTLAKE, of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Car-Truck Bolsters, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

This invention relates to car-truck bolsters; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

The object is to provide a car-truck bolster consisting of an upper integral member and a lower integral member connected by intervening portions and the said members being strengthened by projecting flanges or webs extending outwardly from their centers.

Figure 1 is a side view of the bolster. Fig. 2 is a longitudinal section taken through the center. Fig. 3 is a plan view. Fig. 4 is a view showing the under side. Fig. 5 is a cross-sectional view taken on the line *a a* of Fig. 1 looking to the left. Fig. 6 is a cross-sectional view taken on the line *b b* of Fig. 1.

The bolster consists of a single casting, comprising the top member 1 and the bottom member 2, connected at their centers by the tubular connection or bearing 3, through which the king-bolt is passed. The said top and bottom members are substantially in the form of plates, and they extend outwardly from the center connection 3 and gradually converge toward each other until near their outer ends they are extended horizontally parallel to each other, the bottom member forming bearings for the springs. The top member is provided on its upper side with a central bearing 4, which surrounds the projecting portion of the part 3, and from each side of the said bearing 4 extends a reinforcing web or flange 5, the said web or flange extending outwardly along the middle of the top member 1 and terminating at the side bearings 6. The under side of the top member is also provided with reinforcing webs or flanges 7, which extend outwardly from the center connection 3 and gradually disappear into the horizontal portions of the top, as shown in the sectional view in Fig. 2. The ends of the top and bottom members are connected by the integral portions 8, so that there is a rigid connection at the ends and at the centers of the said members, preventing them from moving relatively. The upper side of the bottom member is provided with the stiffening webs or flanges 9, extending outwardly from the center and disappearing at their outer ends along the horizontal portion of the said bottom member, and the under side of the bottom member is also strengthened by the reinforcing flanges or webs 10, forming a central bearing 11 and extending outwardly and becoming gradually thinner toward the ends of the said bottom member until they finally disappear near the horizontal portions thereof. The connections 8 and the ends of the top and bottom members are provided with the flanges 12, which may inclose some rigid part of the truck-frame to assist in holding the bolster in position.

It will be seen that I have provided a car-bolster substantially in the form of a hollow casting and consisting of the top member in the form of a plate, strengthened by reinforcing webs or flanges extending outwardly from the center bearing and connected with the bottom member, and also in the form of a plate, and strengthened by reinforcing flanges or webs extending outwardly toward the ends thereof. The ends of the said top and bottom members are connected by the vertical side pieces or webs 8, preventing any relative movement between the two members and forming a firm and rigid connection between them. The reinforcing flanges or webs will prevent the top and bottom members from becoming broken or otherwise injured under any ordinary strains, and by forming said members in the form of plates, as described, and strengthened by these devices a light, durable, and strong bolster is provided, superior to others of greater weight.

I claim—

1. A car-truck bolster, comprising bowed top and bottom members substantially in the form of horizontal plates spaced apart and formed with integral connections at their ends and an integral connection at their centers forming a central bearing, and open between said connections, and projecting substantially vertical flanges or webs integral

with each of said members and extending from the center bearing outwardly toward their ends, substantially as specified.

2. A car-truck bolster, comprising a web-like top member, a web-like bottom member spaced apart from said top member, sides 8 connecting said members at their ends, a connection integral with said members and forming a central bearing, and vertical flanges or webs integral with each of said members and extending outwardly from the center bearing and forming reinforcements to assist in strengthening the bolster, substantially as specified.

3. A car-bolster, consisting of the top member 1 substantially in the form of a plate, a bottom member 2 also in the form of a plate, a central bearing 3 connecting said members, integral connections 8 between said members at their ends, flanges or webs 5 integral with the upper side of the top member, side bearings 6 formed integral with the top member, flanges or webs 7 integral with the under side of the top member and extending outwardly from the center bearing, flanges 9 integral with the upper side of the bottom member, and flanges 10 integral with the under side of the bottom member and forming a central bearing extending outwardly therefrom, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES T. WESTLAKE.

Witnesses:
JOHN D. RIPPEY,
ALFRED A. EICKS.