

S. P. BUSH.
BOLSTER FOR CARS.
(Application filed Aug. 19, 1901.)

(No Model.)

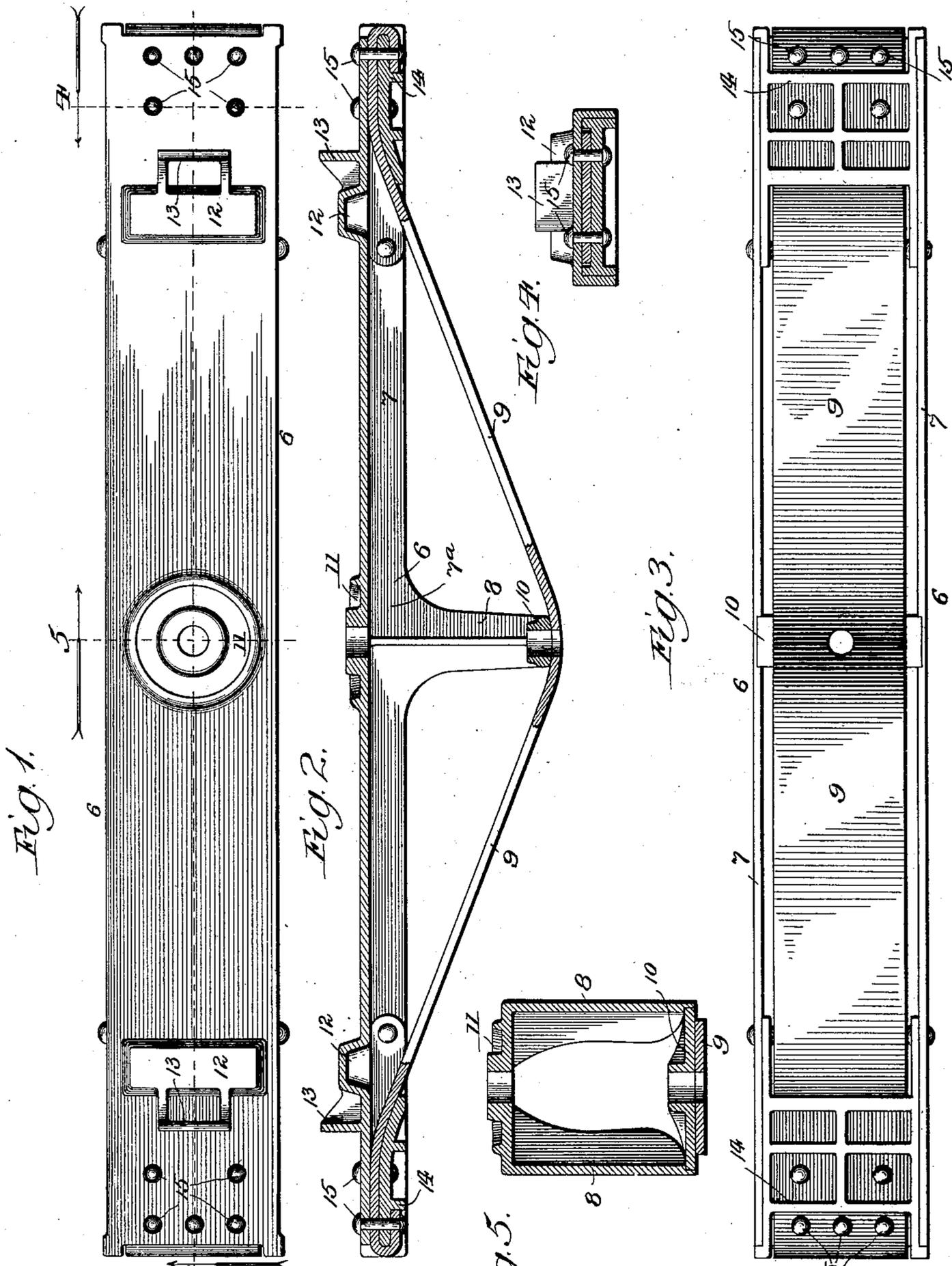


Fig. 1.

Fig. 2.

Fig. 3.

Fig. 4.

Witnesses:
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UNITED STATES PATENT OFFICE.

SAMUEL P. BUSH, OF COLUMBUS, OHIO.

BOLSTER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 701,837, dated June 10, 1902.

Application filed August 19, 1901. Serial No. 72,531. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL PRESCOTT BUSH, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Bolsters for Cars, of which the following, taken in connection with the accompanying drawings, is a specification.

The first of the objects of my present invention is the provision of a car-bolster having an integrally-formed compression member and strut combined with a separately-formed tension member and means for securing the ends of the tension and compression members together.

Another object of my invention is the provision of a bolster having an integrally-formed compression member and strut combined with a separately-formed tension member, the compression member being formed with the side bearings also integral therewith.

Another object of my invention is the construction of a car-bolster having an integrally-formed compression member and strut, with which are also formed integrally the side bearings and center plate.

Another object of my invention is the combination, with the compression member, strut, and tension member of a bolster, of a separately-formed tension-member seat for transmitting the strain between the strut and tension member.

The above, as well as such other objects as may hereinafter appear, I attain by means of a construction which I have illustrated in preferred form in the accompanying drawings, in which—

Figure 1 is a plan view of a bolster embodying my invention. Fig. 2 is a longitudinal section thereof, taken on the line 2 of Fig. 1. Fig. 3 is an inverted plan view of my improvement applied to a bolster. Fig. 4 is a section on the line 4 of Figs. 1 and 2. Fig. 5 is a section on the line 5 of Figs. 1 and 2.

In carrying out my present invention I provide first an integrally-formed preferably cast compression member and strut, which I have marked 6, of which the compression-member portion 7 is preferably of channel shape and the strut portion 8 arranged to project downwardly from said channel and

which, as shown, is braced by means of the flanges 7^a of the compression member. The tension member 9 is preferably of a strap form and where it engages the strut is provided with a tension-member seat 10, as shown in Fig. 5, which can be made separate from the strut for convenience of the casting of the combined compression member and strut, but which by the use of a little coring could be cast integral with the compression member and strut, if desired, and would be thus formed also within the contemplation of my invention generally considered.

The compression-member part 7 is preferably made with a center plate 11 and also side bearings 12 and brackets 13, all formed integral with the compression member, as shown in Fig. 2, and the ends of the bolster are provided with end castings 14, between which and the compression member the ends of the tension member 9 are secured by means of rivets 15, passing through both the compression and tension members and the end casting.

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

1. A car-bolster comprising an integrally-formed compression member and strut, in combination with a single plate tension member, and means for securing the ends of the tension and compression members together, substantially as described.

2. A car-bolster comprising an integrally-cast compression member and strut, in combination with a separate single plate tension member, and means for securing the said tension member and compression member together at the ends of the same, comprising end castings secured upon one side of the tension member, and rivets passing through the end castings, the tension member, and the compression member, substantially as described.

3. A car-bolster having a channel-iron compression member, said compression member having a center plate and side bearings formed integrally therewith, a tension member, a strut, and means for securing the compression member and tension member together at the ends of the same, substantially as described.

4. A car-bolster comprising an integrally-

formed compression member and strut, in combination with a tension member, means for securing the ends of the tension and compression members together, and a separately-
5 formed tension-member seat for said strut, substantially as described.

5. A car-bolster having an integrally-formed channel-iron compression member and strut, said compression member having
10 flanges upon the strut side thereof, constructed to brace the strut, a plate tension

member, and means for securing the compression member and tension member together at the ends, substantially as described.

In testimony whereof I have hereunto set
my hand in the presence of two subscribing
witnesses. 15

SAMUEL P. BUSH.

In presence of—

PAUL SYNNESTVEDT,
H. W. SMALLEY.