

No. 750,731.

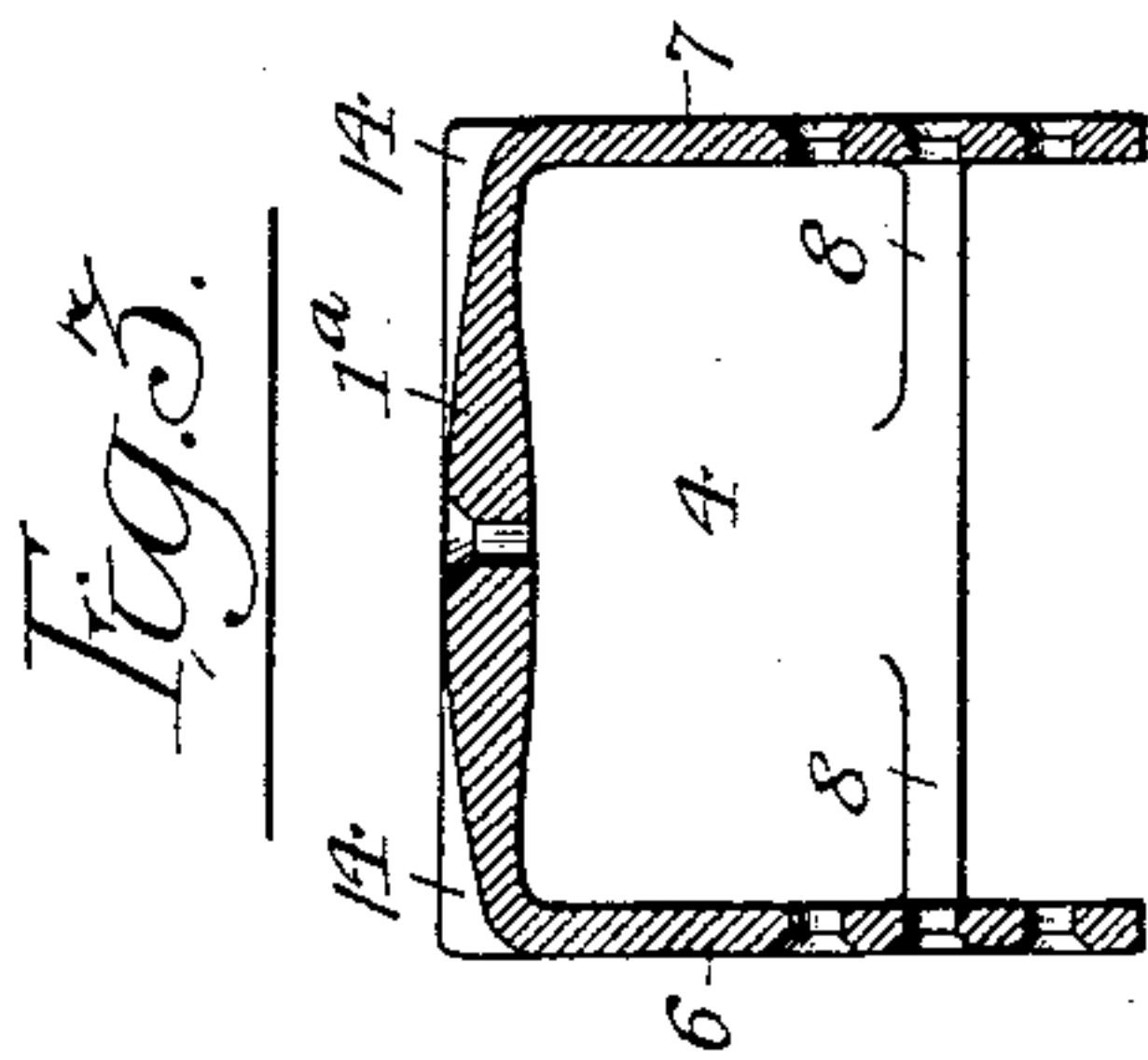
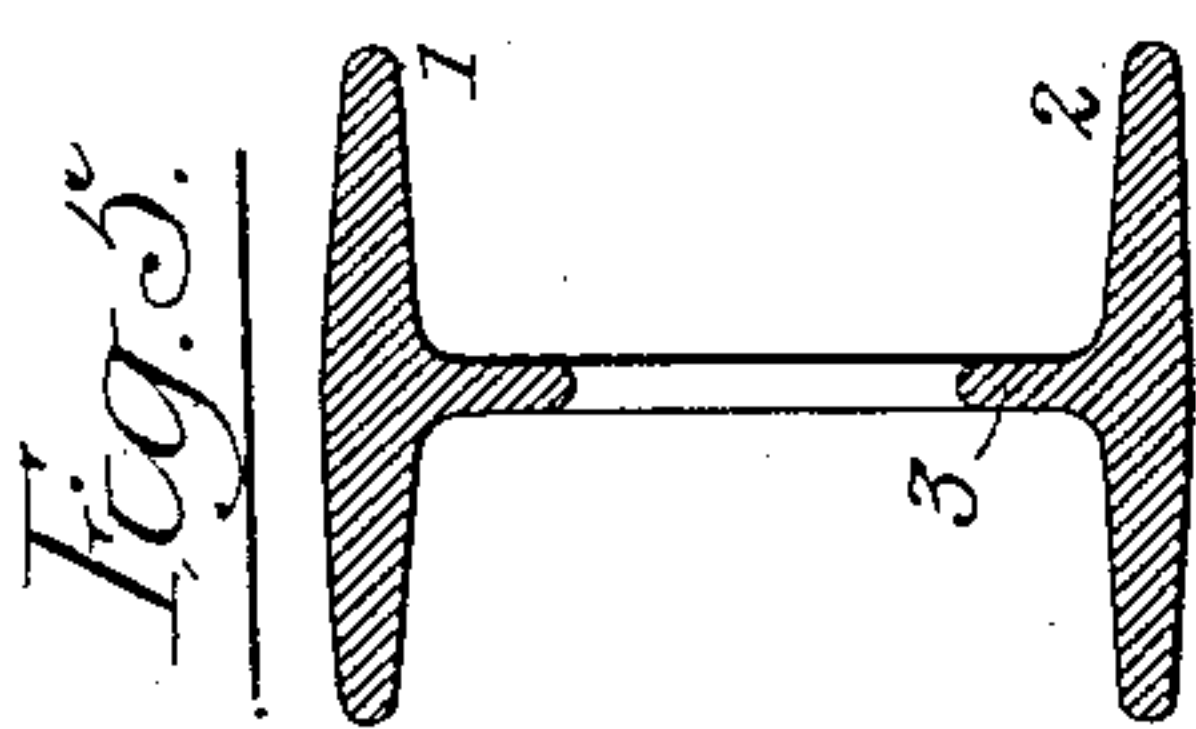
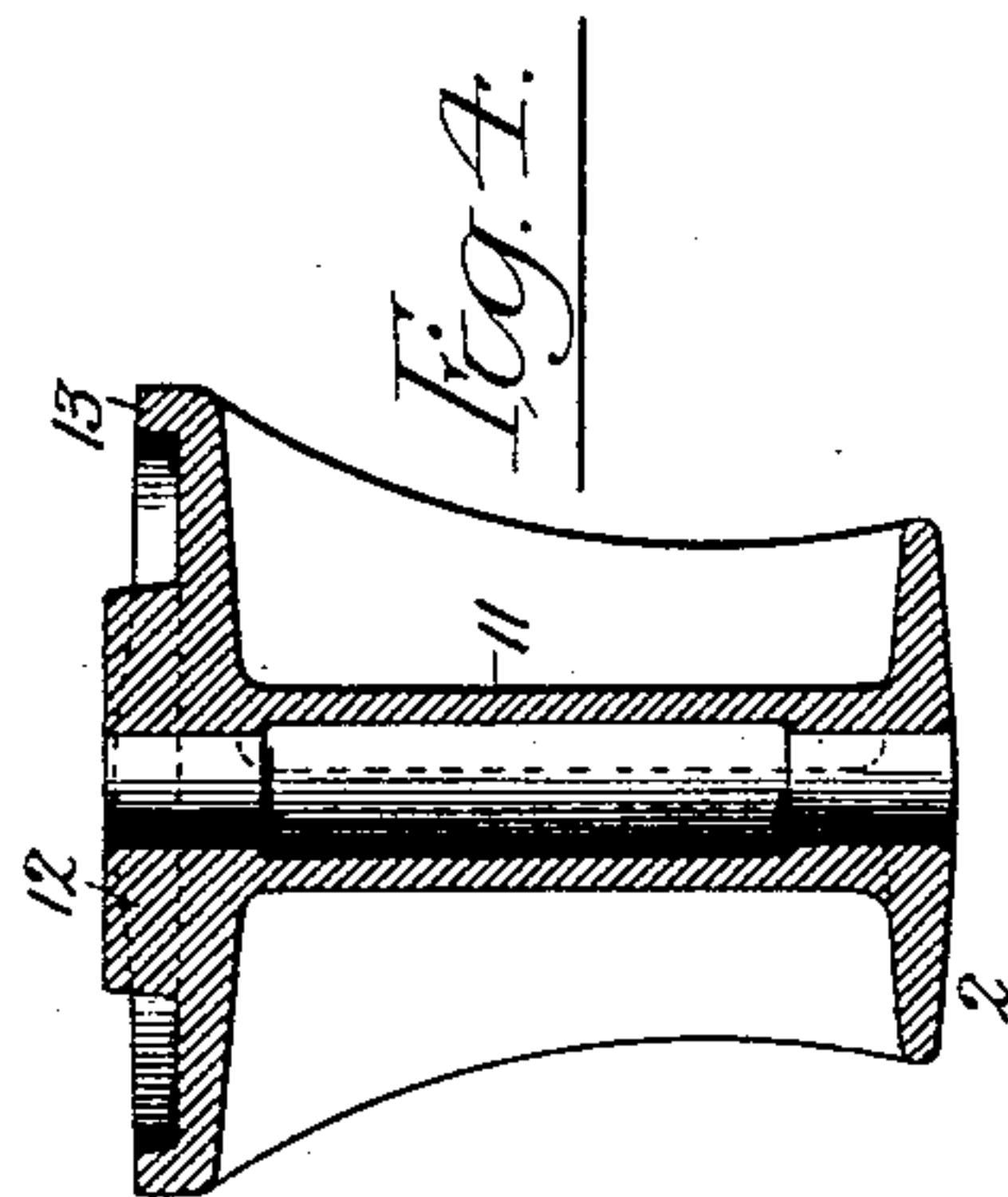
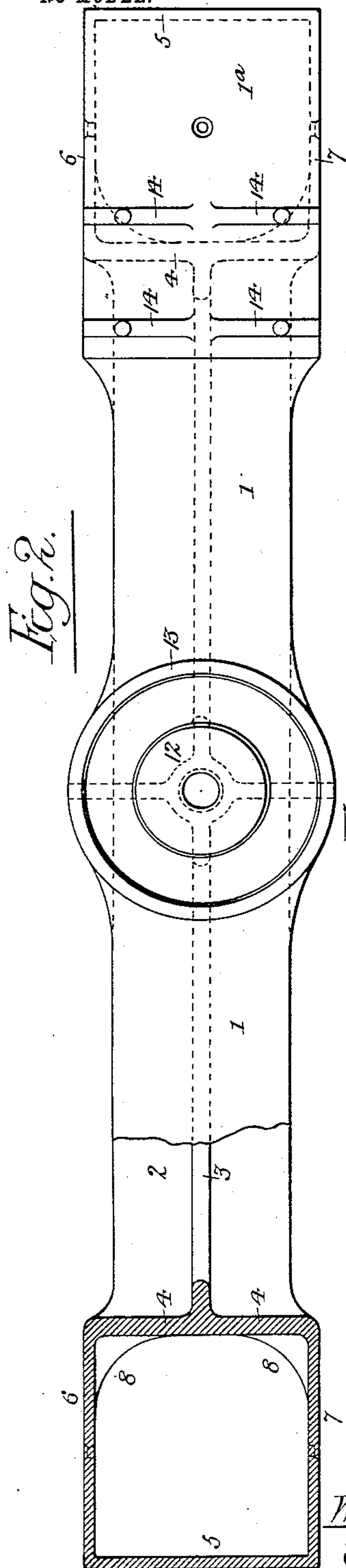
PATENTED JAN. 26, 1904.

C. F. STREET.

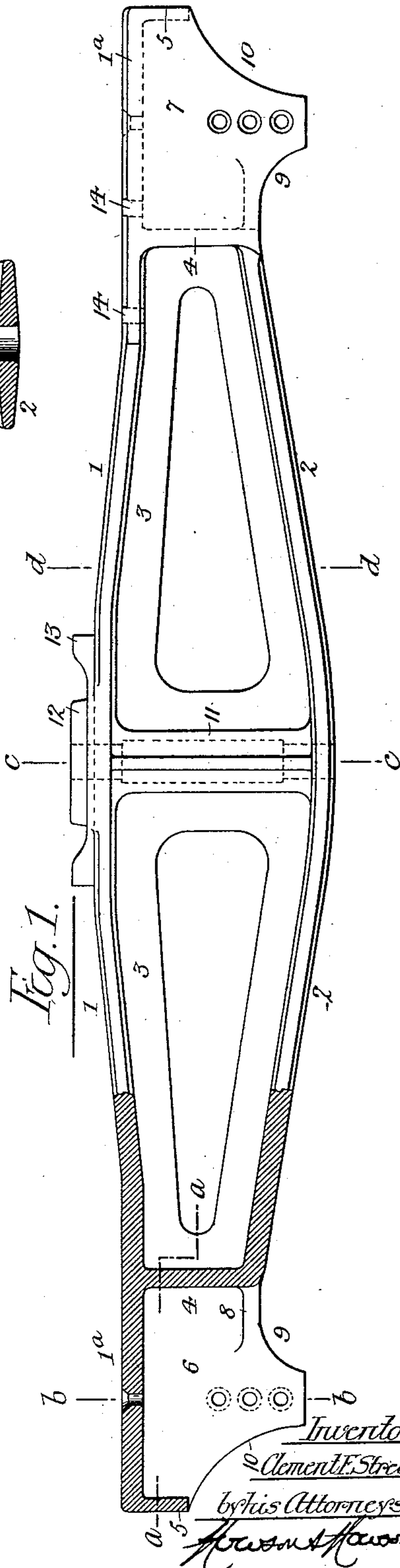
TRUCK BOLSTER FOR RAILWAY CARS.

APPLICATION FILED JUNE 12, 1903.

NO MODEL.



Witnesses:
Titus H. Lous.
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UNITED STATES PATENT OFFICE.

CLEMENT F. STREET, OF CLEVELAND, OHIO.

TRUCK-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 750,731, dated January 26, 1904.

Application filed June 12, 1903. Serial No. 161,237. (No model.)

to all whom it may concern:

Be it known that I, CLEMENT F. STREET, a citizen of the United States, and a resident of Cleveland, Ohio, have invented certain Improvements in Truck-Bolsters for Railway-Cars, of which the following is a specification.

The object of my invention is to so construct a metallic truck-bolster for railway-cars that the same will be strong and rigid considering its weight and will provide proper inclosures for the springs at the ends of the bolster. This object I attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1 is a view, partly in side elevation and partly in longitudinal section, of a truck-bolster constructed in accordance with my invention. Fig. 2 is a view of the same, partly in plan and partly in sectional plan, on the line *a a*, Fig. 1. Fig. 3 is a transverse section on the line *b b*, Fig. 1. Fig. 4 is a transverse section on the line *c c*, Fig. 1; and Fig. 5 is a transverse section on the line *d d*, Fig. 1.

The central portion of the bolster consists of a beam of **I** section having top and bottom flanges 1 and 2 and central vertical web 3, said beam being deeper in the center than at the ends and having its vertical web provided with openings on each side of the center for the purpose of reducing its weight. At each end of the bolster, however, the form of the beam changes to an inverted box, comprising a top 1^a, an inner side 4, an outer side 5, and front and rear sides 6 and 7, said box being intended for the reception of the springs upon which the bolster is supported, the inner side 4 of each box joining the central web 3 and top and bottom flanges 1 and 2 of the **I**-beam constituting the central portion of the bolster and the front and rear sides of the box being stiffened and strengthened where they join the inner side of the box by means of fillets 8 at the angles.

The outer side of the box 5 is shorter than the inner side 4, and the front and rear sides 6 and 7 of the box have inner and outer con-

cave recesses 9 and 10, these reductions being made for the double purpose of lessening the weight of the bolster and preventing the box-like ends of the same from interfering with other members of the truck to which the bolster is applied.

The central portion of the **I**-beam, constituting the body of the bolster, is thickened, so as to form a hollow column 11 for the reception of the king-bolt, whereby the truck-bolster and body-bolster of the car are pivotally connected, and the top of said **I**-beam has a central boss 12 and surrounding annular flange 13, constituting a center bearing for said body-bolster.

Seats for opposite side bearings are formed, by means of fillets 14, upon the inclined top of the **I**-beam and end boxes of the bolster, these fillets forming ribs with horizontal upper faces, or they may be extended vertically, so as to constitute the side bearings.

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

1. A metallic truck-bolster for railway-cars having a central or body portion of **I** section, and end portions of inverted-box form, substantially as specified.

2. A metallic truck-bolster for railway-cars having a central or body portion of **I** section, and end portions of inverted-box form whose outer sides are shorter than the inner sides, substantially as specified.

3. A metallic truck-bolster for railway-cars having a central or body portion of **I** section, and end portions of inverted-box form whose outer sides are shorter than the inner sides and whose front and rear sides have recesses in their outer portions, substantially as specified.

4. A metallic truck-bolster for railway-cars having a central or body portion of **I** section, and end portions of inverted-box form whose front and rear sides have recesses in their inner portions, substantially as specified.

5. A metallic truck-bolster for railway-cars having a central or body portion of **I** section,

and end portions of inverted-box form whose outer sides are shorter than the inner sides and whose front and rear sides have recesses in both their inner and outer portions, substantially as specified.

5 6. A metallic truck-bolster for railway-cars having a central or body portion of **I** section, and end portions of inverted-box form, the top member of the bolster being beveled, but

having fillets forming side bearings or bearing-seats, substantially as specified.

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

CLEMENT F. STREET.

Witnesses:

WILLARD W. SAWYER,
LUTHER A. ROBY.