

No. 759,137.

PATENTED MAY 3, 1904.

C. F. STREET.
TRUCK BOLSTER FOR RAILWAY CARS.

APPLICATION FILED DEC. 18, 1902.

NO MODEL.

Fig. 1.

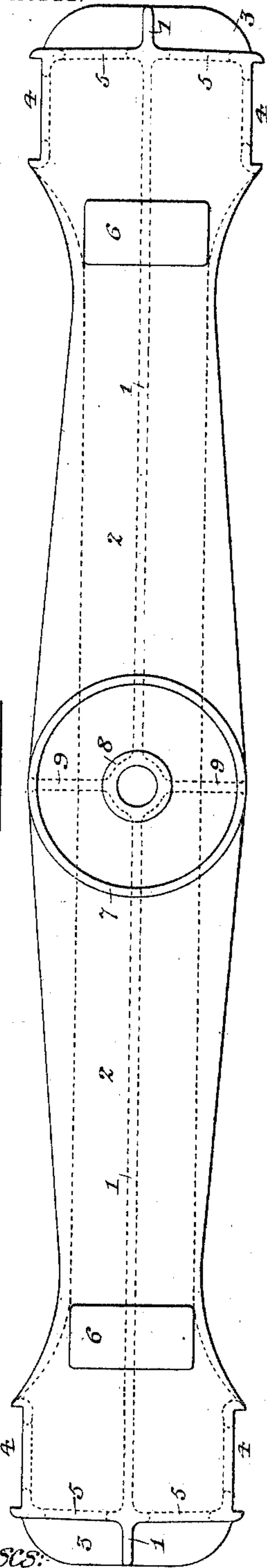


Fig. 2.

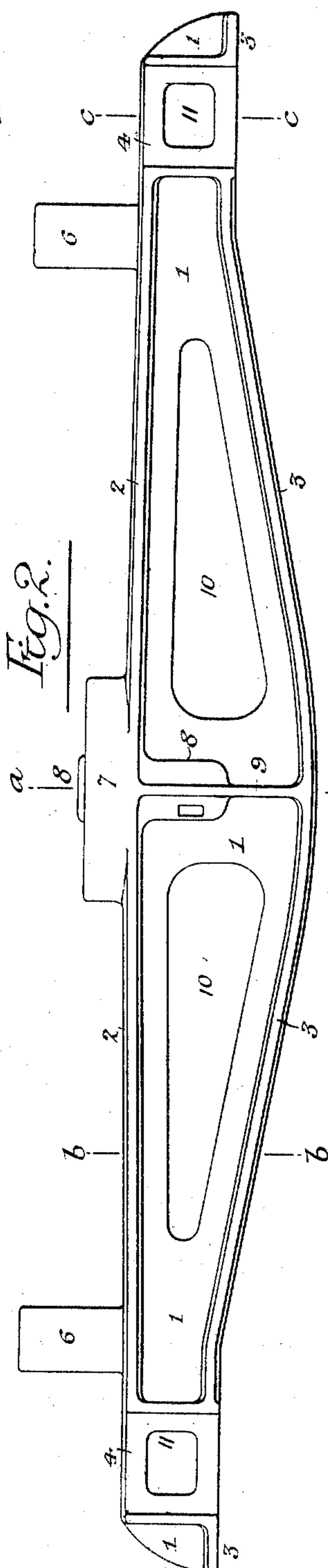


Fig. 3.

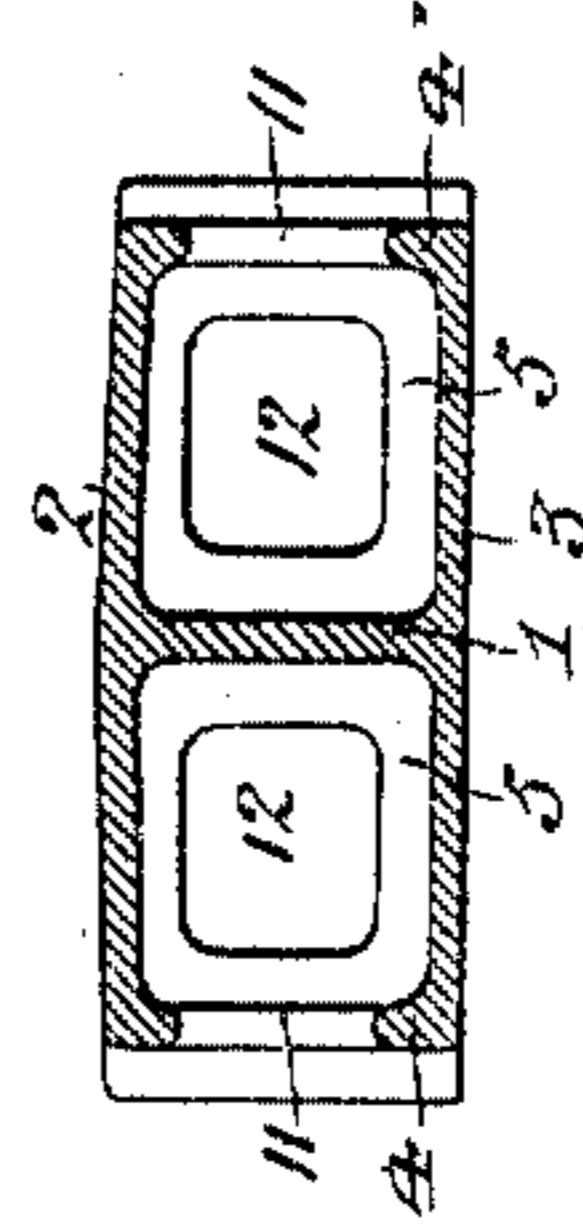


Fig. 4.

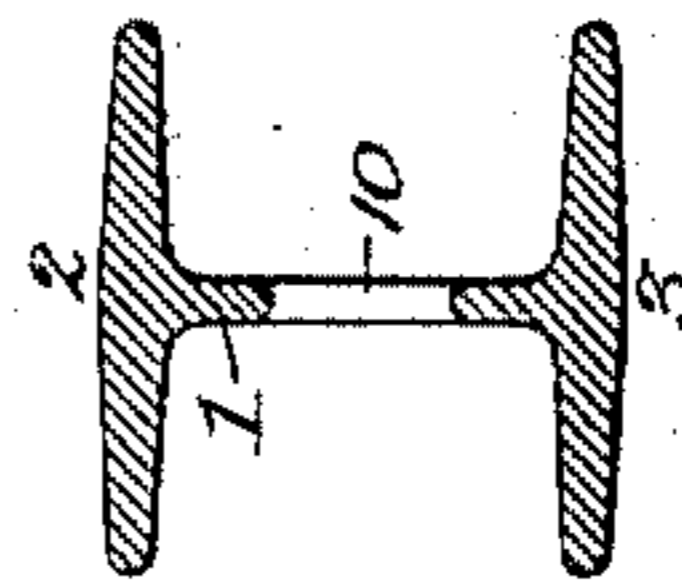
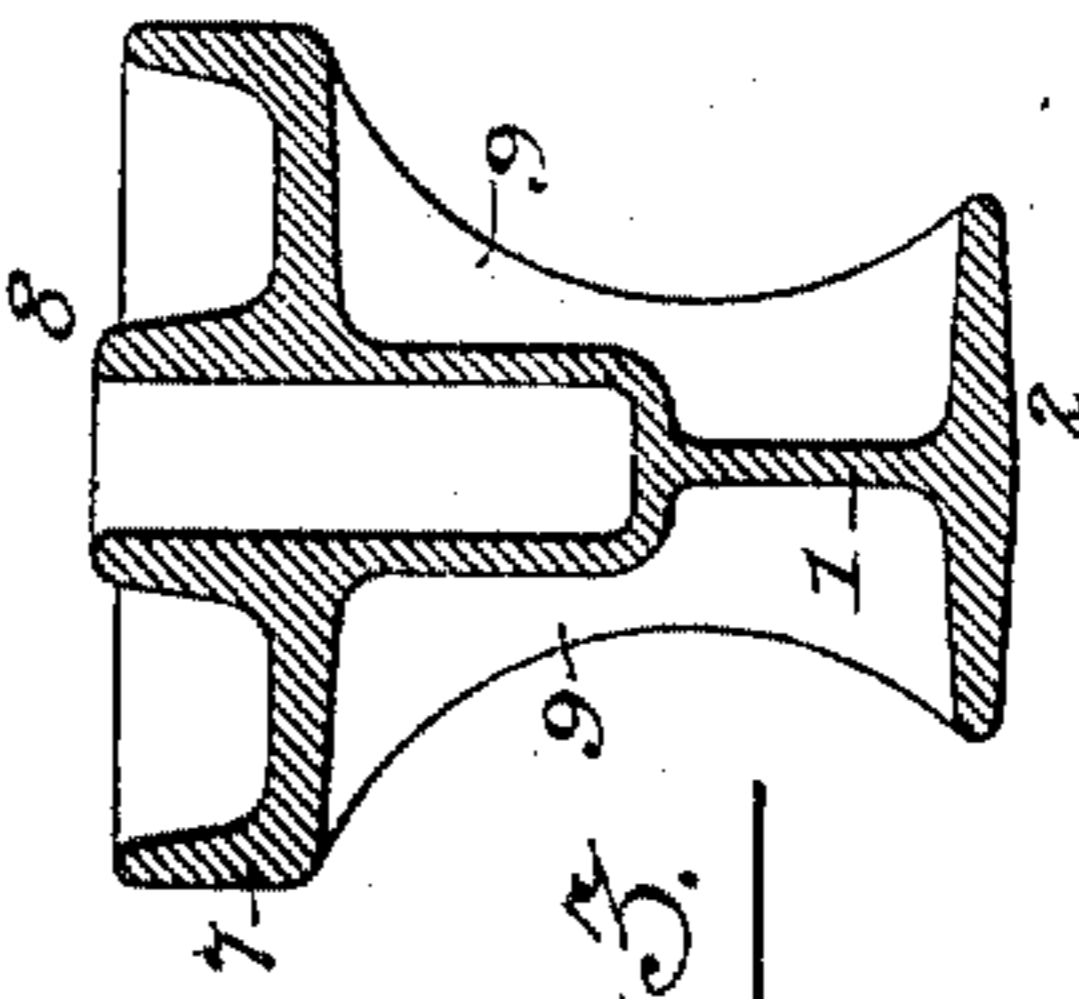


Fig. 5.



Witnesses:

Hamilton D. Turner
Herman E. Mettles.

Inventor:
Clement F. Street,
by his Attorneys;
Howson & Howson

UNITED STATES PATENT OFFICE.

CLEMENT F. STREET, OF CLEVELAND, OHIO.

TRUCK-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 759,137, dated May 3, 1904.

Application filed December 18, 1902. Serial No. 135,762. (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 cast-steel bolster for railway-car trucks that the same will be strong and rigid in all of its parts without undue weight and will have the metal so distributed as to enable the different parts of the bolster to best resist the strains to which they are subjected. This object I attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1 is a plan or top view of a truck-bolster for railway-cars constructed in accordance with my invention. Fig. 2 is a side view of the same. Fig. 3 is a transverse section on the line *a a*, Fig. 2. Fig. 4 is a transverse section on the line *b b*, Fig. 2; and Fig. 5 is a transverse section on the line *c c*, Fig. 2.

In its general character the bolster resembles an I-beam, deeper in the center than at the ends, 1 representing the central web of the beam and 2 and 3, respectively, the top and bottom flanges of the same, the top flange being horizontal or substantially horizontal, but the bottom flange extending diagonally from the deep central portion of the beam to the shallower end portions of the same, as shown in Fig. 2. At each end of the beam is a box-like structure of considerable width, forming opposite column-guides 4, the outer portions of which are connected by transverse webs 5 with the central web 1 of the beam. The upper and lower flanges 2 and 3 of the beam are expanded, as shown in Fig. 1, so as to meet said column-guides, and the lower flange 3 projects outwardly beyond the connecting-webs 5, as does also the central web 1 of the beam.

From the upper flange 2 of the bolster project the usual side bearings 6 and the annular center bearing 7, and centrally disposed within the latter is a socket 8 for the king-bolt, said socket extending down part way through

the central web 1 and being stiffened and strengthened by lateral webs 9, as shown in Figs 2 and 3.

In order to decrease the weight of the bolster, the central web 1 has openings 10 formed in it and preferably conforming to the shape of the web, and the column-guides 4 and connecting-webs 5 have openings 11 and 12, respectively, formed therein, as shown in Figs. 1, 2, and 5.

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

1. A truck-bolster consisting of a single casting of substantially I-section having the upper and lower flanges connected at each end of the bolster by vertical column-guides which are connected by transverse webs to the central web of the bolster, substantially as specified.

9. A truck-bolster consisting of a single casting of substantially I-section having its upper and lower flanges connected by vertical column-guides which are connected by transverse webs to the central web of the bolster, said central web and the lower flange of the bolster projecting outwardly beyond said column-guides, substantially as specified.

3. A metal bolster, comprising an integral casting forming top and bottom plates, central and side bearings on the top plate, longitudinal and cross webs connecting the plates, and the cross-webs forming guides for truck-posts, and flanges on the top and bottom plates forming bearing-faces for the truck-posts.

4. A metal bolster comprising an integral casting formed of a top and a bottom plate that have the ends connected by cross-webs which extend beyond the plates, and intermediate flanges on the plates that form guides and bearings for the truck-posts.

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

CLEMENT F. STREET.

Witnesses:

C. W. COMSTOCK,
ARTHUR H. COWDREY.