

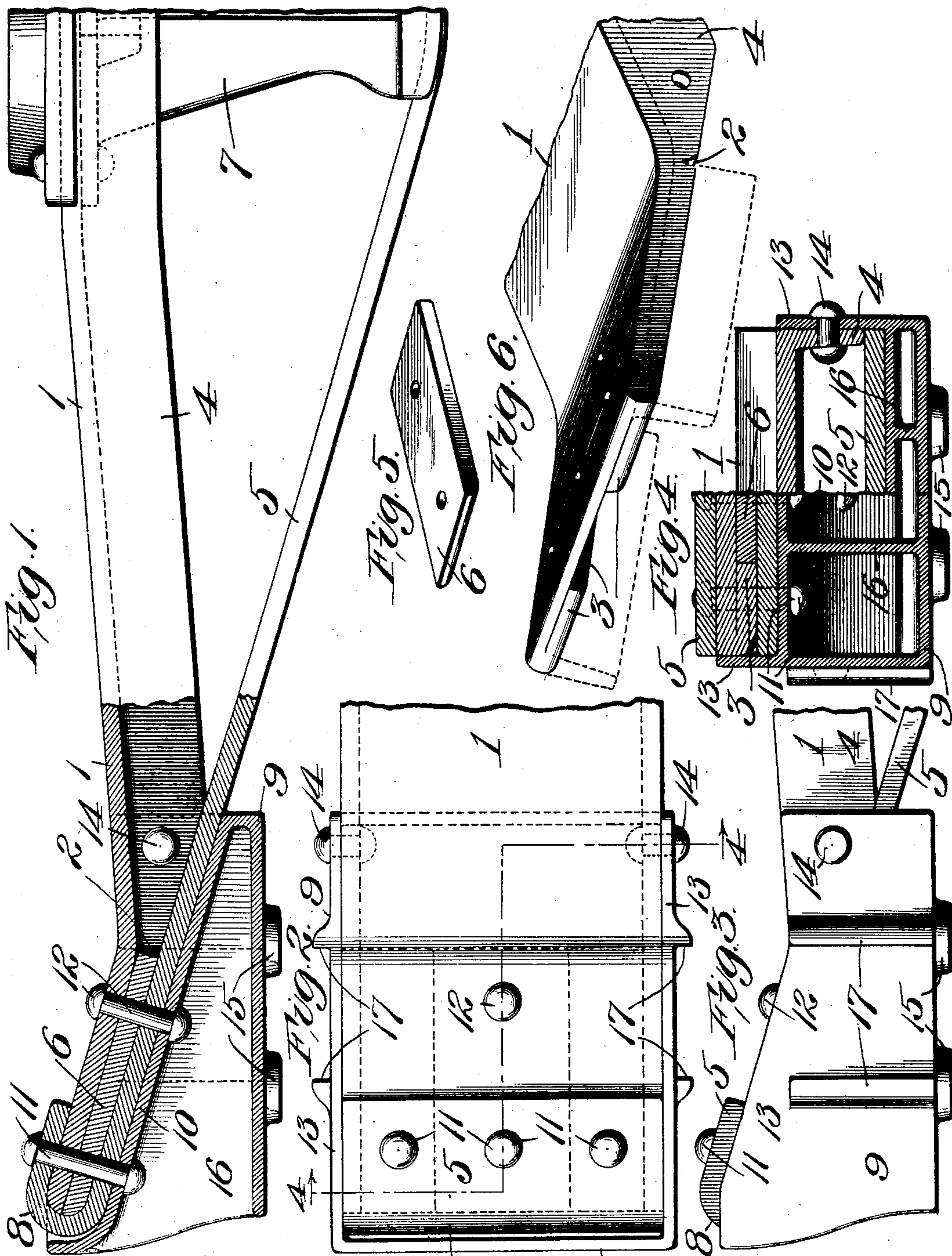
No. 762,386.

PATENTED JUNE 14, 1904.

F. R. CORNWALL.  
TRUCK BOLSTER.

APPLICATION FILED MAR. 19, 1904.

NO MODEL.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

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## TRUCK-BOLSTER.

SPECIFICATION forming part of Letters Patent No. 762,386, dated June 14, 1904.

Application filed March 19, 1904. Serial No. 198,927. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERICK R. CORNWALL, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain  
5 new and useful Improvement in Truck-Bolsters, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had  
10 to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a fragmentary view of a bolster, partly in elevation and partly in section, constructed in accordance with my invention.  
15 Fig. 2 is a fragmentary top plan view illustrating the spring-seat casting at the end of the bolster. Fig. 3 is a fragmentary elevational view illustrating the end casting of the bolster. Fig. 4 is a divided sectional view  
20 on the line 4 4 of Fig. 2. Fig. 5 is a detail perspective view of one of the filler-blocks, and Fig. 6 is a fragmentary perspective view of one end of the compression member of the bolster.

25 This invention relates to a new and useful improvement in truck-bolsters, the object being to simplify and produce an inexpensive truck-bolster which is durable and strong.

With these objects in view the invention  
30 consists in the construction, arrangement, and combination of the several parts, all as will be hereinafter described and afterward pointed out in the claims.

In the drawings I have shown the compression member as being in the form of a commercially-rolled channel having its end bent up so as to lie in a plane parallel to the tension member, notches 2 being formed in the depending flanges 4 and which notches lie in  
40 approximately the transverse plane of the bend in the end of the compression member. The flanges between the notches and the ends of the compression member are folded inwardly, as shown at Fig. 6, for the purpose  
45 of increasing the thickness of the web of the compression member at its ends, said double thickness of web and flanges being rounded,

as shown in Fig. 1, to afford a seat for the tension member 5, which is bent therearound. The inwardly bent or folded flanges are indicated at 3, and between these flanges is interposed a filler-block 6 (shown in Fig. 5) for well-understood purposes.

The reference-numeral 7 designates a strut for spacing the intermediate portions of the  
55 compression and tension members.

The flanges 4 adjacent the folded-in portions at the ends of the compression member are cut away, so as to accommodate the tension member, which tension member is preferably  
60 of a width corresponding to the width of the channel.

Instead of notching the flange of the channel and cutting away the channel adjacent the notch to accommodate the tension member  
65 the flanges of the compression member can be bent inwardly at the ends without notching, the construction in all respects being similar to that shown in the drawings, except that the curl of the flanges will provide seats for the  
70 tension member. The ends of the flat plate tension member are bent up, as at 8, around the ends of the thickened web of the compression member, said bent ends being held in position by rivets 11.

9 is a casting on the ends of the bolster, and each casting is provided with an inclined portion 10, snugly resting against the under side of the tension member and secured thereto by  
80 said rivets or other fastening devices 11 and 12.

Upwardly-projecting flanges 13 are formed on the casting, which rest against the flanges 4 of the compression member and are secured thereto by suitable rivets or other fastening devices 14. The spring-seats 15 are connected  
85 to the inclined portions of the casting by the vertical webs 16, on which the column-guides 17 are formed.

I am aware that minor changes in the construction, arrangement, and combination of  
90 the several parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A bolster comprising a channel compression member having portions of its side flanges bent against the web, a tension member having its ends bearing against the bent flanges and upon the web, and a strut; substantially as described.

2. A bolster comprising a channel compression member having the end portions of its flanges bent against the web of the channel, a tension member having its engaging ends bent up over the ends of the compression member, and a strut; substantially as described.

3. In a car-bolster, the combination with a channel compression member whose flanges are folded inwardly against the web and the ends of the bolster, said folded flanges and web portion being rounded, a strut, and a tension member bent around the rounded ends of the web and flanges; substantially as described.

4. In a bolster, a channel compression member, a tension member on which the channel-flanges rest, and means for engaging the ends

of the compression member and tension member; substantially as described.

5. A bolster comprising a channel compression member having notched flanges, portions of which are bent under the web, a tension member engaging the flanges on both sides of the notches, means for fastening the ends of the two members together, and a strut; substantially as described.

6. A bolster comprising a channel compression member having notched flanges, portions of which are bent under the web, a filler-block, curved ends conforming to the bent engaging portions of the tension member, a tension member engaging the flanges on both sides of the notches, means for fastening the ends of the two members together, and a strut; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 17th day of March, 1904.

FREDERICK R. CORNWALL.

Witnesses:

RALPH KALISH,

GEORGE BAKEWELL.