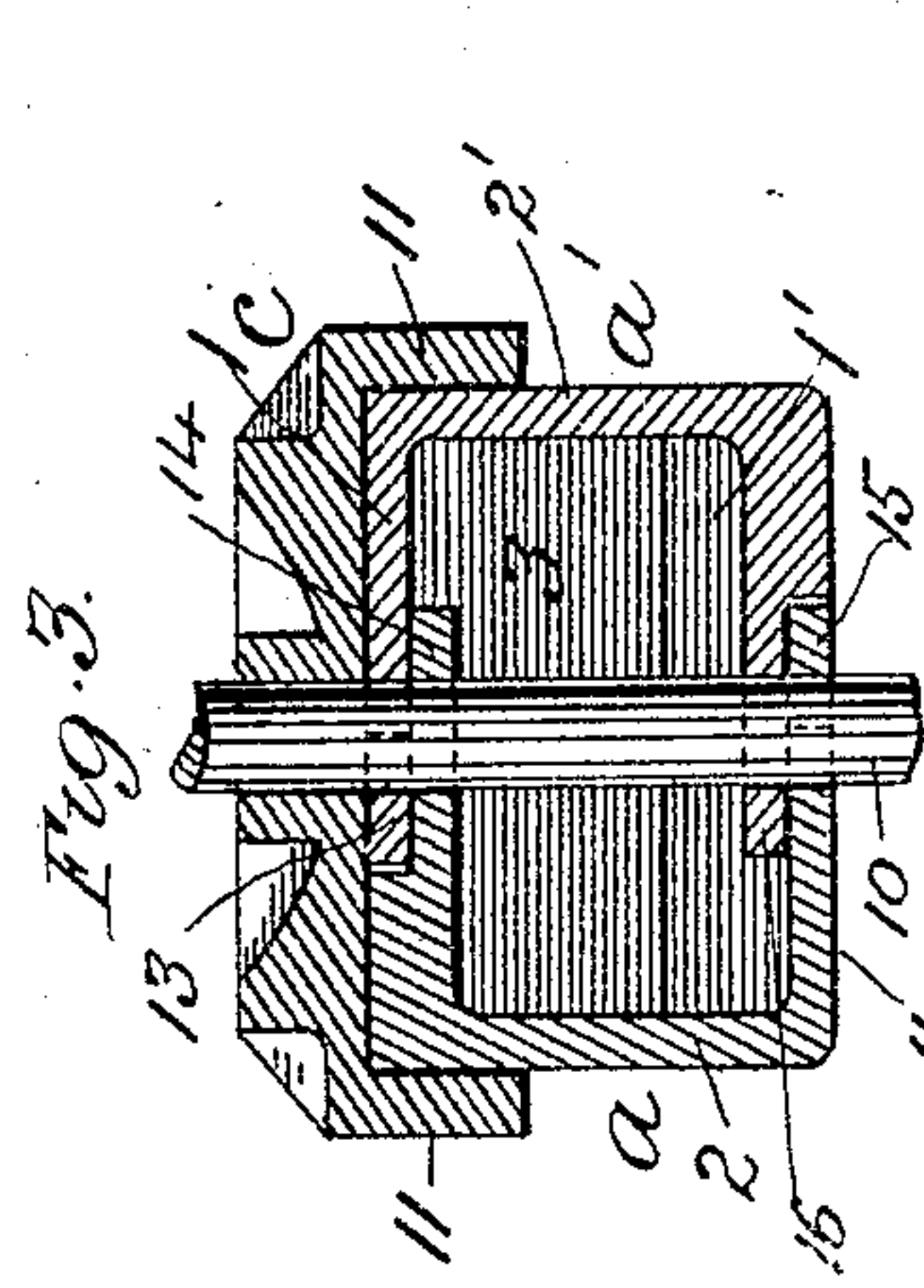
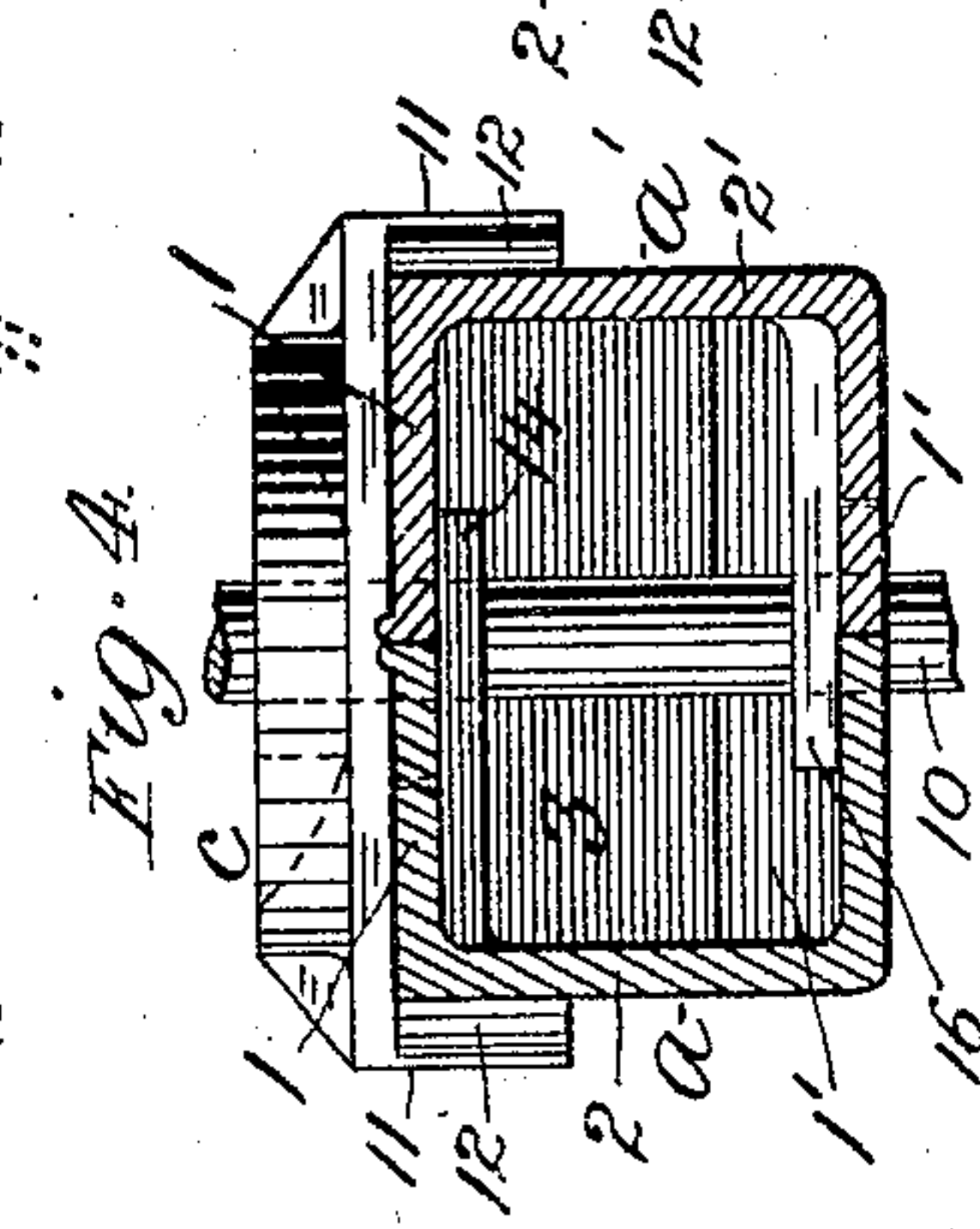
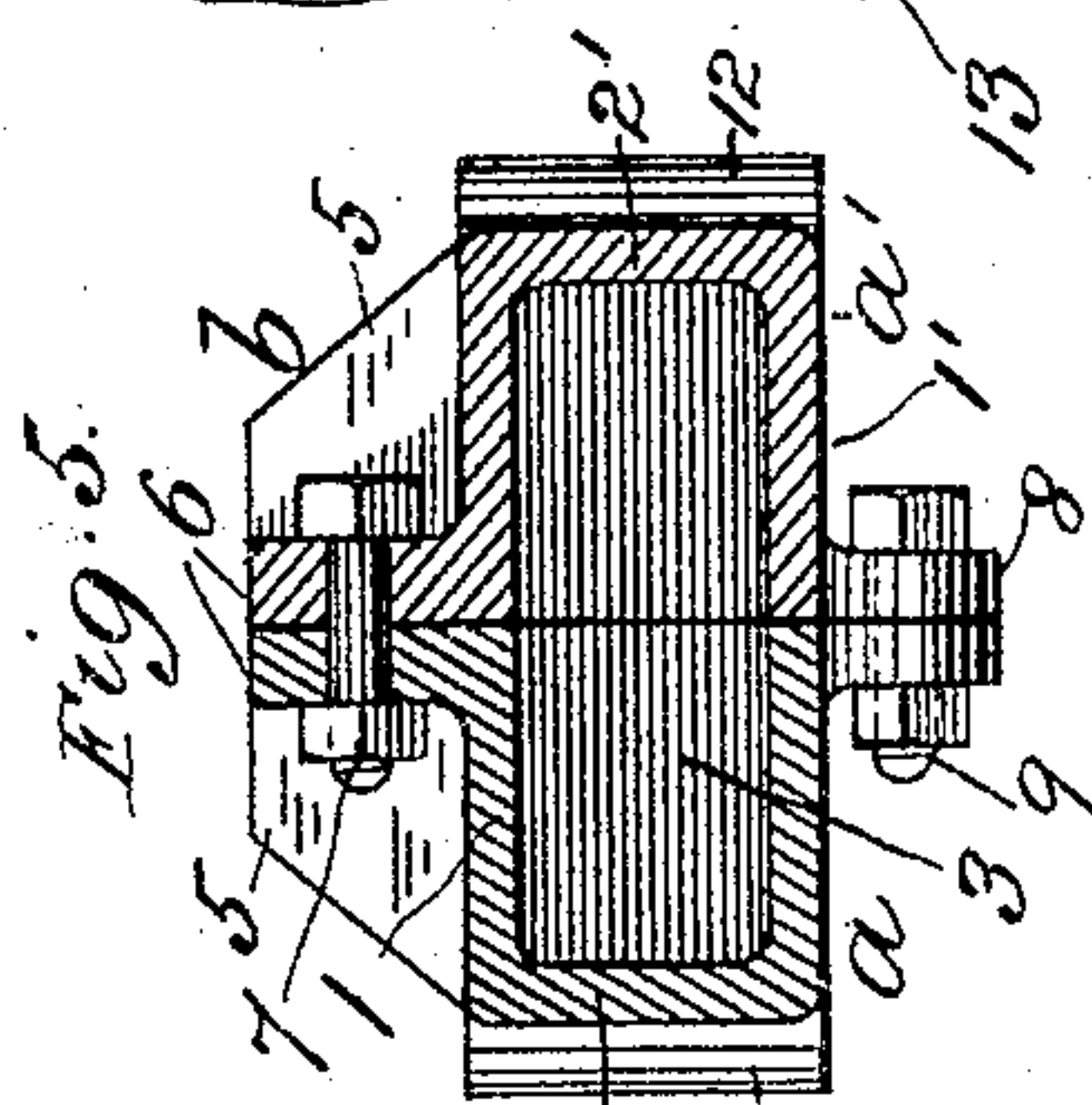
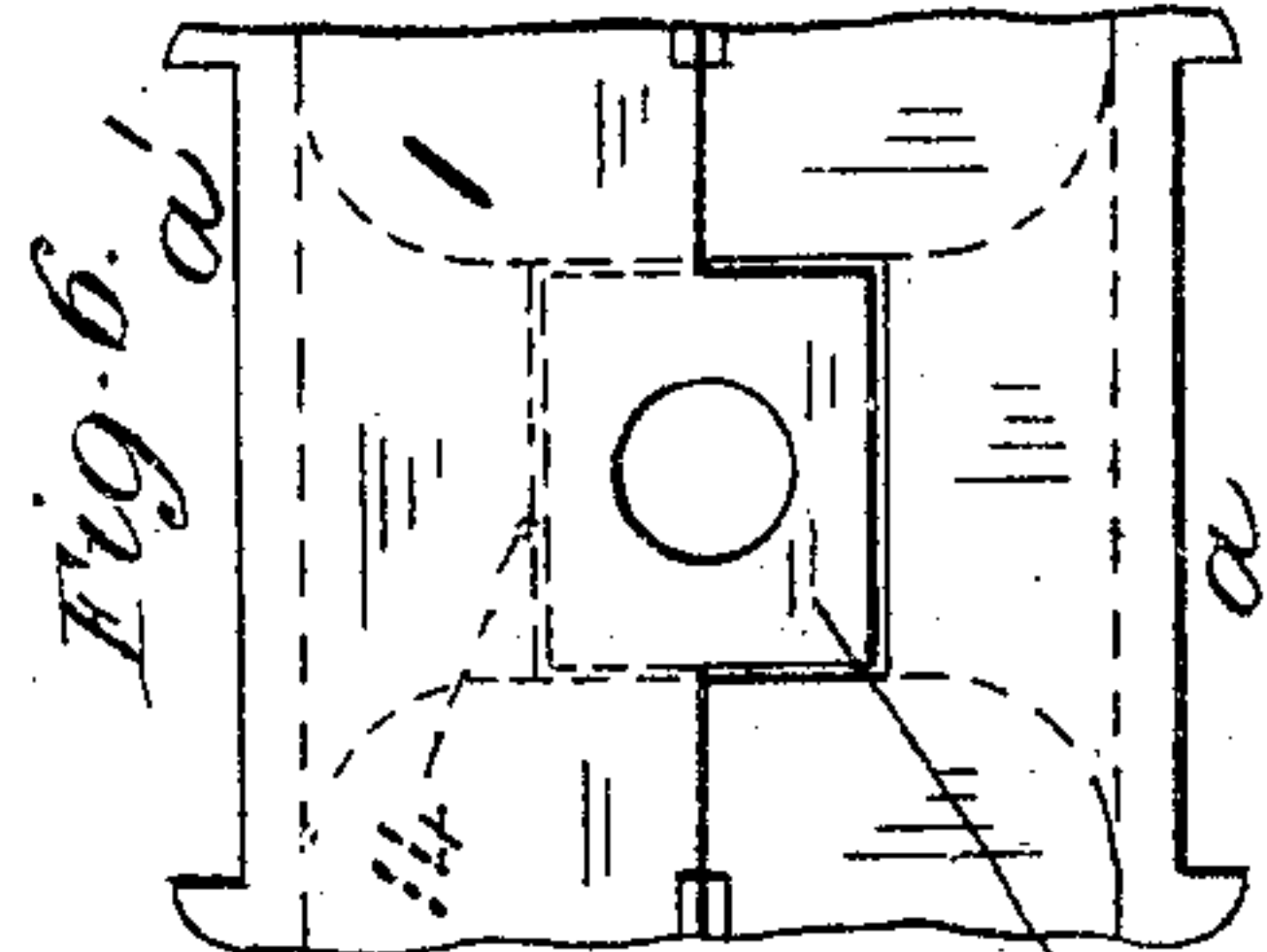
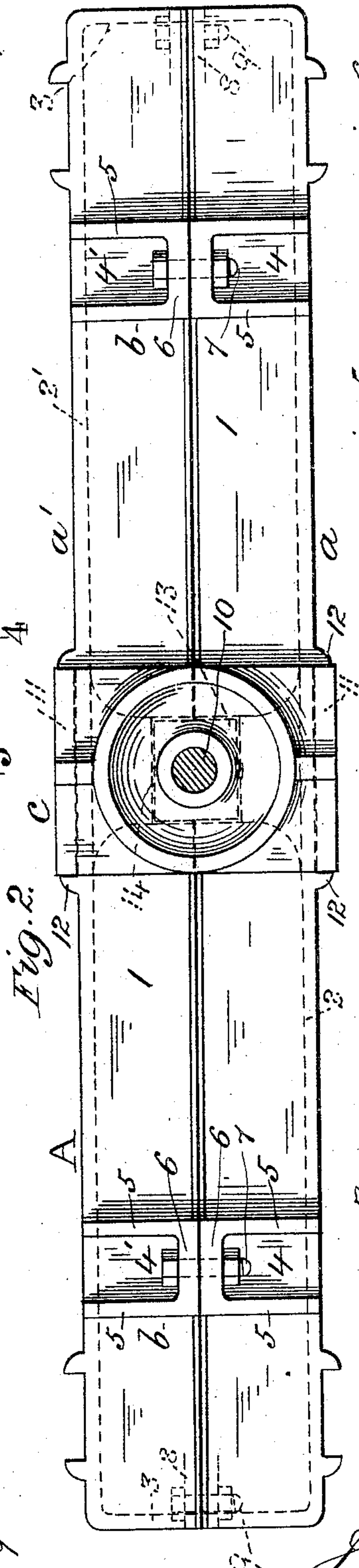
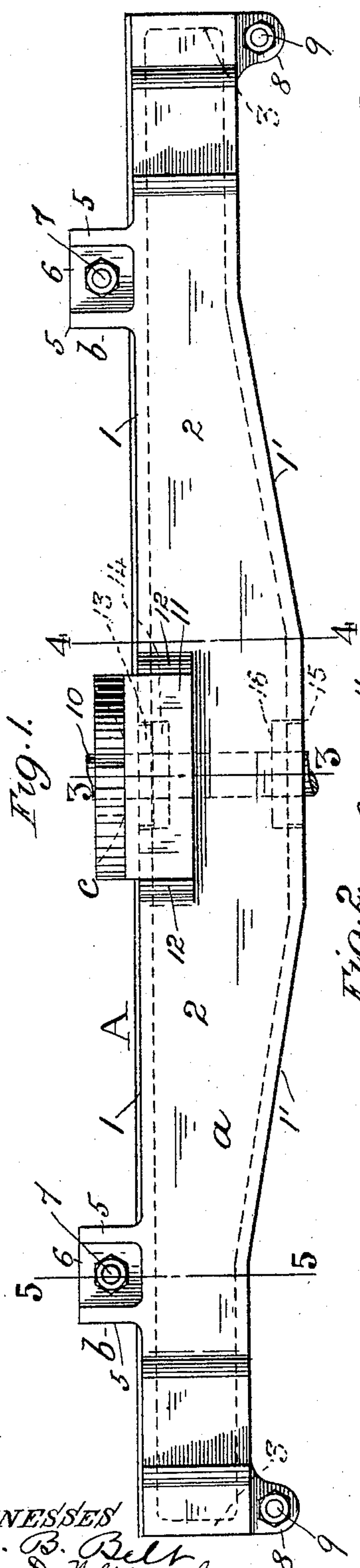


No. 796,457.

PATENTED AUG. 8, 1905.

J. SCHAFER.
CAR TRUCK BOLSTER.

APPLICATION FILED DEC. 15, 1904.



WITNESSES
M. B. Bell
Mary D. Whitcomb

INVENTOR
John Schaffer
By Edward W. Turrell
His atty

UNITED STATES PATENT OFFICE.

JOHN SCHAFFER, OF KIRKWOOD, MISSOURI, ASSIGNOR TO MORSE B. SCHAFFER, OF KIRKWOOD, MISSOURI.

CAR-TRUCK BOLSTER.

No. 796,457

Specification of Letters Patent.

Patented Aug. 8, 1905.

Application filed December 15, 1904. Serial No. 236,992.

To all whom it may concern:

Be it known that I, JOHN SCHAFFER, a citizen of the United States, residing at Kirkwood, in the county of St. Louis and State of Missouri, have invented a new and useful Improvement in Car-Truck Bolsters, of which the following is a specification.

My invention relates to a car-truck bolster, and has for its object to provide a strong and durable bolster of simple construction and compact form that can be molded without cores and having its parts separable.

The invention consists in features of novelty as hereinafter described and claimed, reference being had to the accompanying drawings, forming part of this specification, whereon—

Figure 1 is a side elevation of a preferable form of my improved car-truck bolster; Fig. 2, a top plan thereof; Figs. 3, 4, and 5, vertical transverse sections through the bolster on lines 3 3, 4 4, and 5 5, respectively, in Fig. 1 looking from the right; and Fig. 6, a top plan of the middle portion of the bolster with the center plate removed.

Like letters and numerals of reference denote like parts in all the figures.

A represents my improved car-truck bolster having its body made in two preferably equal parts *a a'*, which meet at the middle of the bolster A longitudinally thereto, each part *a a'* being composed, preferably, of cast-steel integral throughout.

The body of the bolster A when its two parts *a a'* are assembled, as shown, is preferably box-shaped in cross-section, having a straight top 1, bottom 1', side pieces 2 2', and end pieces 3.

The bottom 1' at the middle and deepest part of the bolster A is preferably straight and parallel to the top 1 for a suitable distance longitudinally on each side of the center of the bolster A and thence inclined toward the top 1 to its junction with the end portions of the bolster A, which are straight, and adapted on their under sides for the bolster-spring seats, or the body of the bolster A may be otherwise configured, as desired.

From the top 1 of the bolster A, transversely thereto at a suitable distance from each end 3, projects the side bearing *b*, which is formed of two equal parts 4 4', corresponding to and preferably integral with the parts *a a'*, respectively, of the body of the bolster A. Each

part 4 4' in the present case consists of two parallel upright transverse ribs 5, united to each other at one end by an upright longitudinal web 6, the faces of the two webs 6 meeting and bearing against each other in the assembled position of the parts *a a'* of the bolster A, and through the webs 6 are passed bolts 7, which secure the parts *a a'* to each other thereat, or each part 4 4' of the side bearing *b* may be of any other suitable configuration having meeting surfaces longitudinally corresponding to the meeting edges or surfaces of the parts *a a'* of the body of the bolster A.

From the bottom 1' of the bolster A, at or adjacent to each end 3, depend two opposite lugs or ears 8, having their faces flush with the meeting edges of the corresponding parts *a a'* of the body of the bolster A, respectively, and bearing against each other in the assembled position of the said parts, and through the lugs 8 pass bolts 9, which secure the parts *a a'* to each other thereat.

c is the truck center plate, which is preferably of separate construction from the body of the bolster A and perforated centrally for the king-bolt 10 (seen broken away) in the usual well-known manner. From the center plate *c* along each side edge, or thereabout, depends a flange 11, the center plate *c* with its flanges 11 straddling the middle portion of the body of the bolster A and held endwise from movement along the same by vertical lugs 12, which project from the sides 2 2', respectively, of the said body and between which lugs 12 the ends of the flanges 11 are slidingly fitted, the under side of the center plate *c* when in position bearing on the top 1 and its flanges 11 against the sides 2 2', or, if desired, the center plate may be made in two equal parts longitudinally and cast integrally with the corresponding parts *a a'*, respectively, of the body of the bolster A, in which case the flanges 11 and lugs 12 are dispensed with.

From the meeting edge of and in the plane of that portion of the top 1 appertaining to the part *a'* of the body of the bolster A projects a tongue 13, which overlaps a corresponding tongue 14, projecting from the side 2 beneath that portion of the top 1 appertaining to the part *a* of the said body, as seen particularly in Figs. 3 and 6. Similar overlapping tongues 15 16 project from the meeting edge of the bottom 1' and side 2' thereat directly beneath the

tongues 13 14, the tongues 13 14 15 16 being perforated for the king-bolt 10, which passes through the bolster A and the said tongues, whereby the parts *a a'* of the body are held more firmly together, or, if desired, the tongues 13 14 15 16 may be located within the body intermediately to the top 1 and bottom 1', or they may be partly or entirely dispensed with.

By this invention the two parts of the body of the bolster can be molded and cast separately without coring, and if one part becomes broken it can be detached from the other part and renewed, whereas when a bolster is cast in one piece throughout and becomes broken the entire bolster must be scrapped. Moreover, by making the center plate separately and detachable from the body of the bolster it can be replaced by other center plates adapted to fit varying-body center plates.

I do not limit myself to the particular shape in cross-section or general configuration of the body of the bolster A nor to the particular disposition of the bolts 7 and 9 for securing the parts *a a'* to each other, as above described, as the body of the bolster may be of other suitable section, such as channel or H shape, separable into two parts longitudinally and having lugs or flanges combined with bolts for securing the parts together.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A car-truck bolster having its body with the side bearings made in two parts respectively integral, and adapted to meet along the middle of the bolster, the said body being box-shaped in cross-section in the assembled position of the said parts, and means for detachably securing the said parts to each other, substantially as described.

2. The combination with a car-truck bolster

having its body and the side bearings made in two parts respectively integral throughout and adapted to meet along the middle of the bolster, of a center plate perforated for the king-bolt and detachably held on the said body in the assembled position of the said parts, and means for separably securing the said parts to each other, substantially as described.

3. The combination with a car-truck bolster having its body made in two parts respectively integral throughout and adapted to meet along the middle of the bolster, of a center plate having dependent flanges and adapted therewith to straddle the said body in the assembled position of the said parts, lugs projecting from the sides of the said body and adapted to bear against the ends of the said flanges, and means for separably securing the said parts to each other, substantially as described.

4. The combination with a car-truck bolster having its body made in two parts respectively integral throughout and adapted to meet along the middle of the bolster, of a center plate adapted to be detachably held on the said body in the assembled position of the said parts, a tongue projecting within the said body from each of the said parts, one of the tongues overlapping the other tongue, the said plate and tongues being perforated for the king-bolt, and means for separably securing the said parts to each other, substantially as described.

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

JOHN SCHAFFER.

Witnesses:

MARY D. WHITCOMB,
M. B. BELT.