No. 811,493. PATENTED JAN. 30, 1906.

T. FOWLER.

CAR TRUCK BOLSTER.

APPLICATION FILED AUG. 31, 1905.

2 SHEETS—SHEET 1.

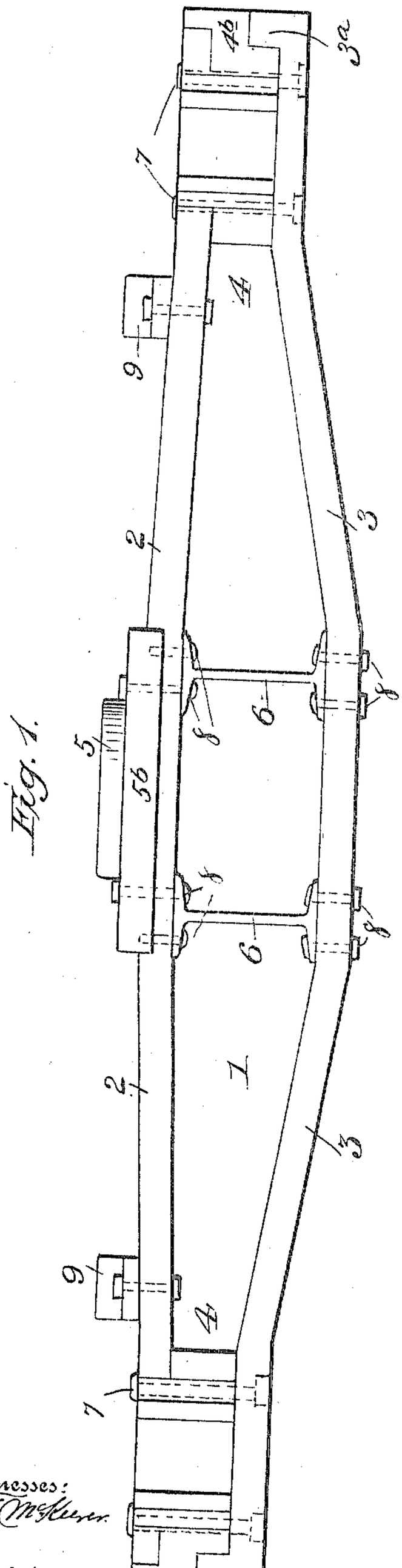

Fig. 1.

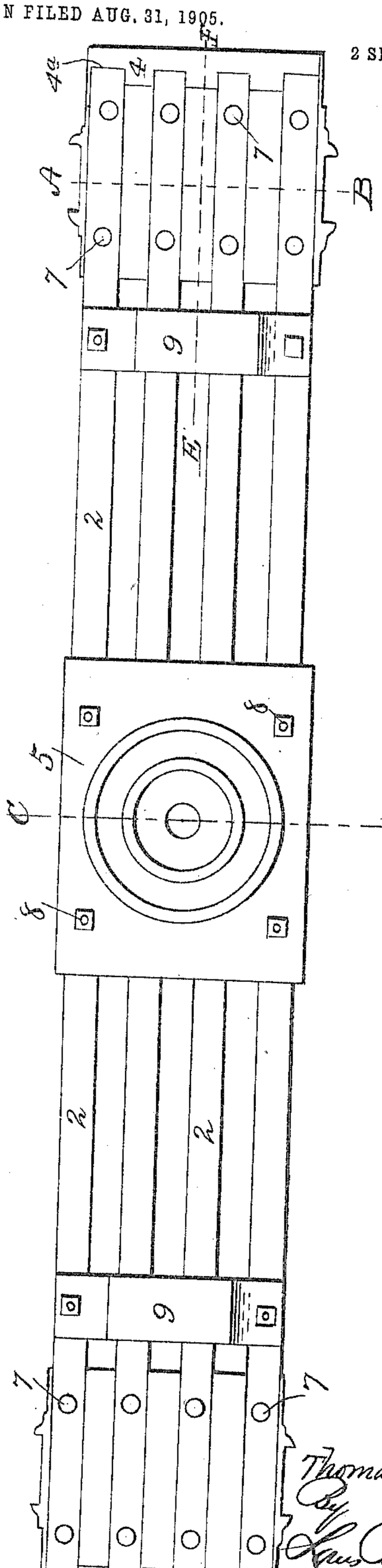

Fig. 2.

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2 SHEETS—SHEET 2.

Fig. 3.

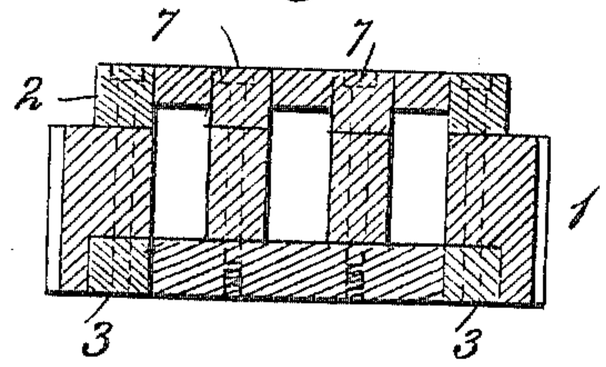


Fig. 4.

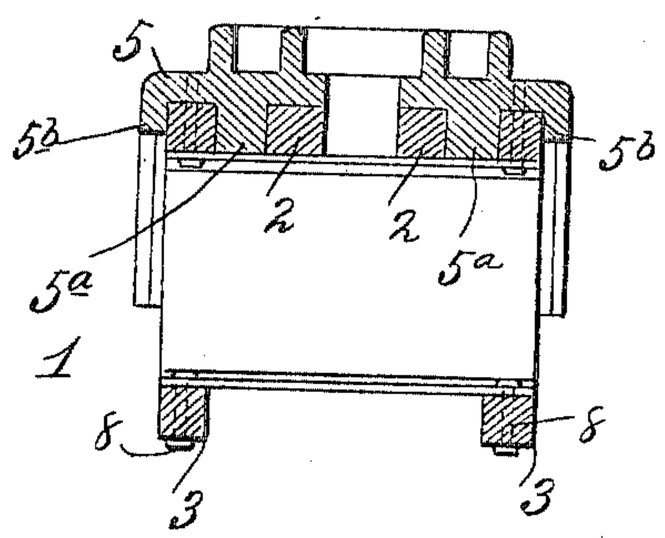
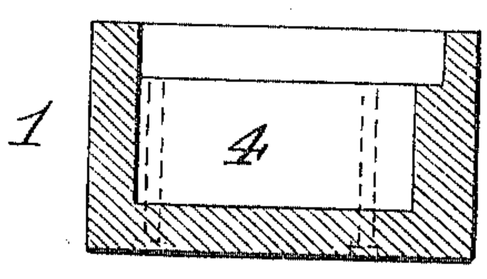


Fig. 5.



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UNITED STATES PATENT OFFICE.

THOMAS FOWLER, OF BEAUMONT, TEXAS.

CAR-TRUCK BOLSTER.

No. 811,493. Specification of Letters Patent. Patented Jan. 30, 1906.

Application filed August 31, 1905. Serial No. 276,602.

To all whom it may concern:

Be it known that I, THOMAS FOWLER, a citizen of the United States, residing at Beaumont, in the county of Jefferson and State of Texas, have invented new and useful Improvements in Car-Truck Bolsters, of which the following is a specification.

My invention relates to improvements in car-truck bolsters.

It has principally for its object to provide for readily making repairs as occasion may demand and to effect the carrying out of the same in a simple and expeditious manner; and to these ends said invention consists of the structural features substantially as hereinafter fully disclosed, and particularly pointed out by the claims.

In the accompanying drawings, illustrating the preferred embodiment of my invention, Figure 1 is a side elevation thereof. Fig. 2 is a plan view of the same. Figs. 3, 4, and 5 are sectional views produced through Fig. 2 upon the lines A B, C D, and E F, respectively.

In the disclosure of my invention I construct the bolster 1 of a number of upper members or bars 2—say four—and two lower members or bars 3, which are of "machine steel," end members 4, and a central pivot-bolt-receiving member or plate 5 of cast-iron, and two pieces 6, which are known as "standard-beam" iron, I shape in cross-section, connecting together and bracing the members 2 and 3 upon opposite sides of the center thereof. The bars or members 2 and 3 are of such general outline as to conjointly impart to the structure or truss a practically elliptical form, the object of which is apparent.

The end members or castings 4 (a view in section of one of which is seen in Fig. 3) are rectangular and have formed in the upper edges of their outer end walls mortises or recesses 4^a to provide for receiving and supporting the ends of the bars 2 therein. The members or castings 4 have also formed in their lower outer corner edges recesses 4^b, into which take upturned or upward-extended studs or projections 3^a at the ends of the bars 3 to effectively hold the parts as against exerting a shearing action upon the bolts 7, connecting together the several members 2, 3, and 4, from the strain to which the latter are subjected in practical use.

Bolts 8, in common securing the members 2 and 6 together, also secure the central pivot-bolt-receiving plate 5 in place upon the members 2, and said plate has also longitudinal pendent ribs or extensions 5^a upon its lower side and downward-extended lateral flanges 5^b, which ribs and flanges receive therebetween certain of the bar members 2, while between and close to said ribs are received the other bar members, as shown by Fig. 4, all providing for firmly or effectively seating said cap or plate in position upon said bar members.

Cross or transverse bars 9 are suitably bolted to and transversely of the upper bar member 2, one near each end member 4, to serve in connection with opposed parts (not shown) attached to the under side of the "car-frame" as side or lateral bearings to prevent the undue rocking action of the car.

It will be noted that in addition to being characterized for strength and relative lightness should any of the parts of the bolster require repairing the same may be readily removed or displaced and be substituted or renewed by others, and that by reason of the constituency of this bolster such renewal of parts may be accomplished by the "local shop" of, say, the railroad concern owning the cars having the bolsters applied thereto, and thus avoid any protracted delay which would occur in having to send for the substitute piece or member at a distance, as has heretofore been my experience.

I claim—

1. A bolster having its lower members provided with upward-extended end portions taken into bottom corner-recesses in the end members.

2. A bolster having lower and upper bar members and end members with their outer end walls provided in the upper edges thereof with recesses effective to receive and support therein the end portions of said upper bar members, said end members having in their lower corner edges recesses adapted to receive the end portions of said lower bar members.

3. A bolster having upper and lower bar members, said lower bar members having upward-extended end lugs or projections, and end members having recesses in the upper edges of their outer end walls to receive the ends of said upper bar members, said end members also having recesses in their outer and lower corners effective to receive said upward-extended end lugs or projections.

4. A bolster, comprising upper and lower

bar members, end members, a central cap or plate member having lateral downward-extended flanges and pendent ribs upon their under sides, between which ribs and flanges are received said upper bar members, and I-beam members arranged upon opposite sides of a line passing centrally through said upper and lower bar members, said end members having recesses in the upper edges of their outer end walls to receive and support the outer end portions of said upper bar members, and additional recesses in their lower outer corner edges to receive upward-extended projections of said lower bar members.

In testimony whereof I affix my signature in presence of two subscribing witnesses.

THOMAS FOWLER.

Witnesses:

L. L. DONNELLY,

J. L. WILSON.