

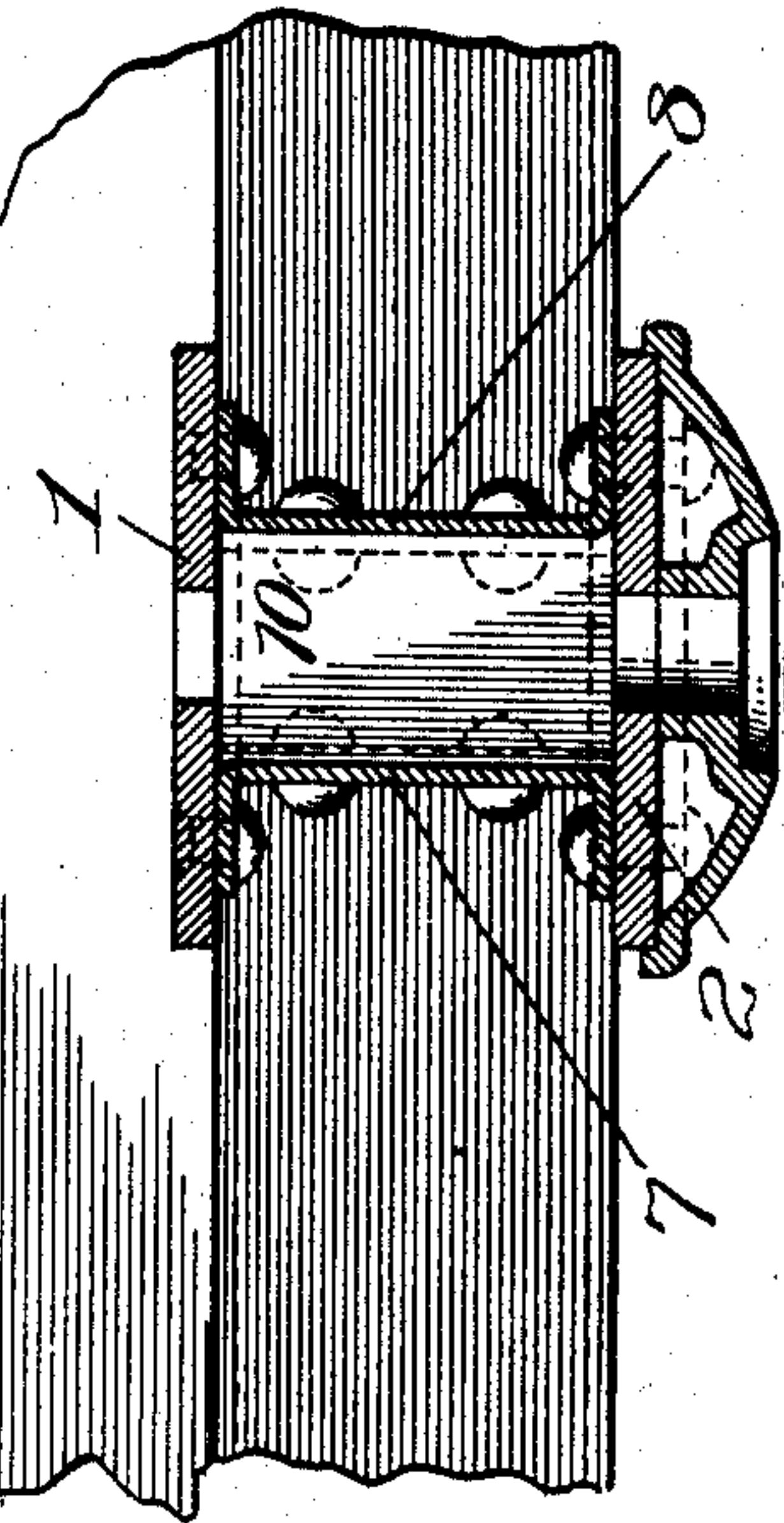
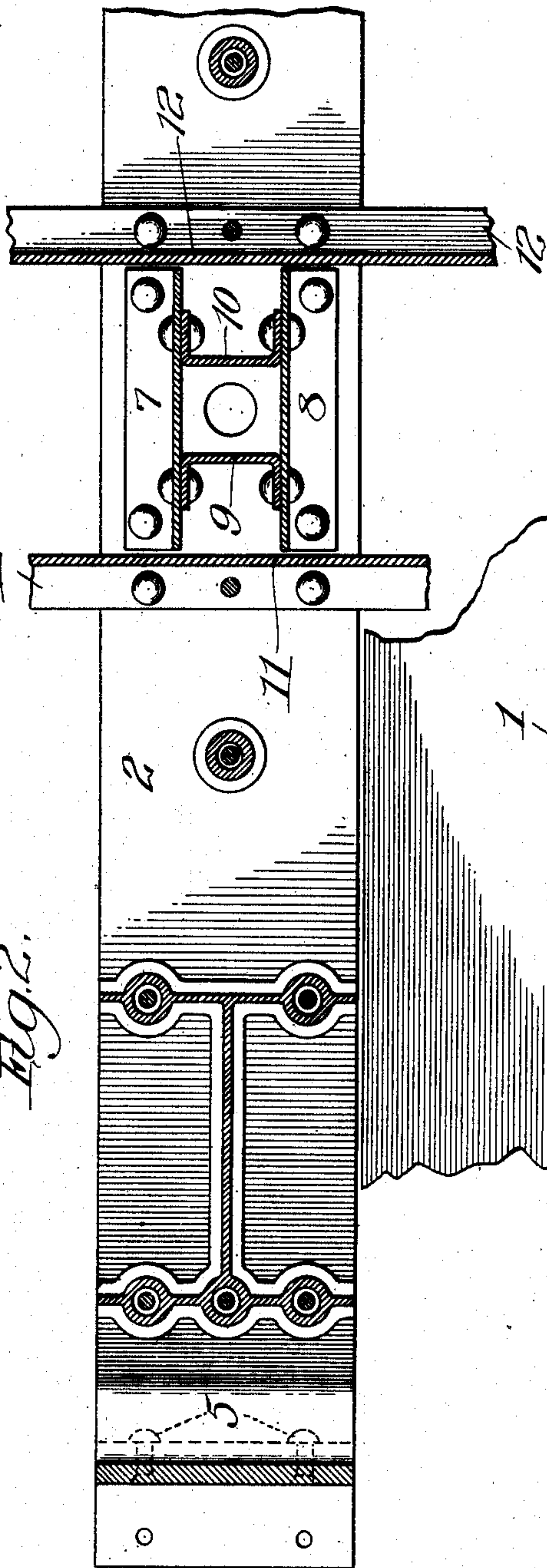
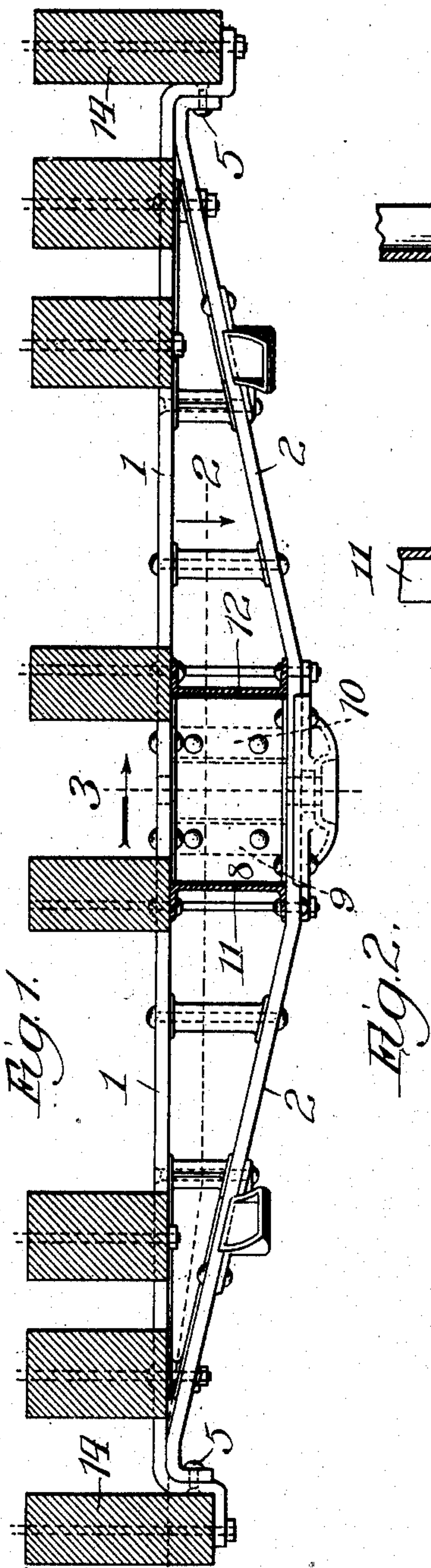
No. 864,482.

PATENTED AUG. 27, 1907.

J. O. NEIKIRK.  
BOLSTER FOR RAILWAY CARS.

APPLICATION FILED DEC. 17, 1906.

2 SHEETS—SHEET 1.



Witnesses:  
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John Enders.

Inventor:  
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2 SHEETS—SHEET 2.

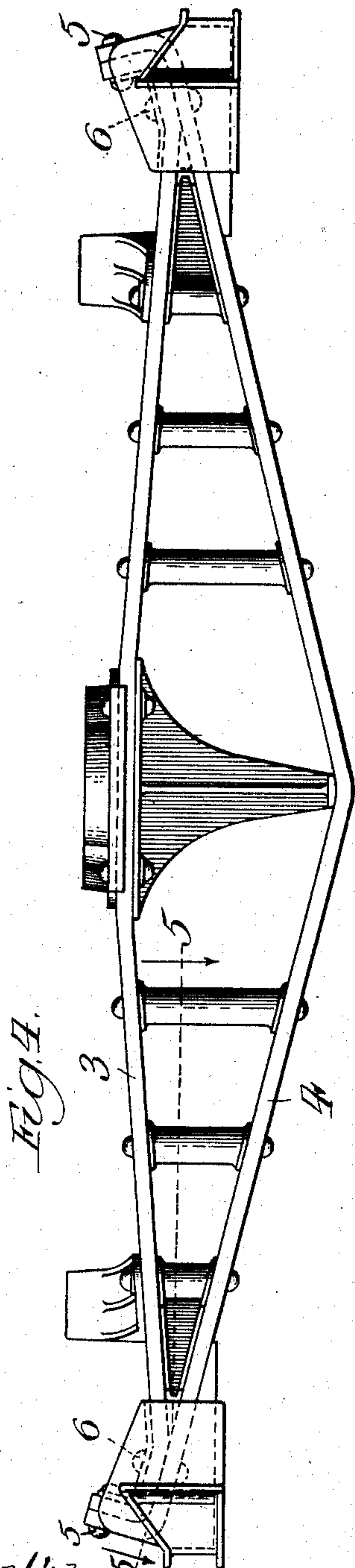


Fig. 4.

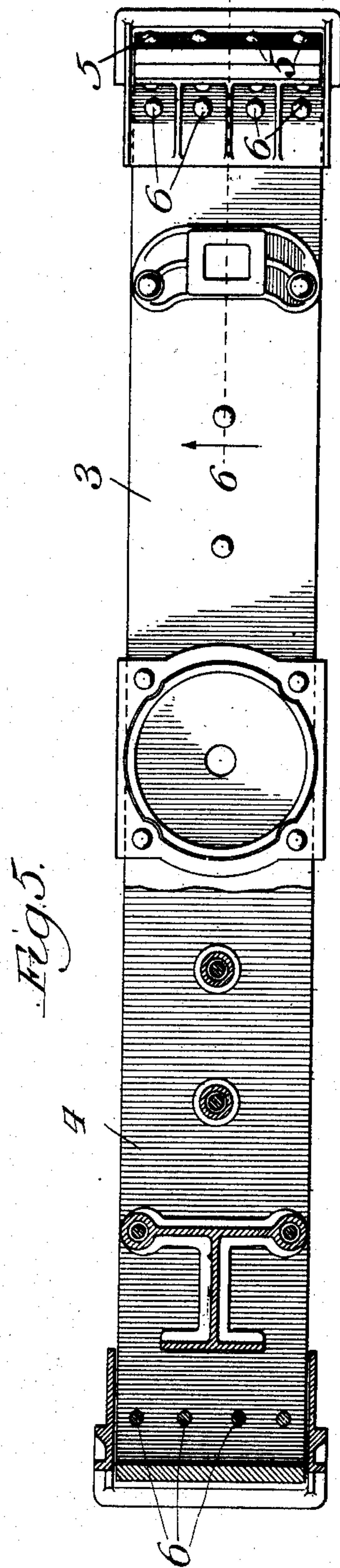


Fig. 5.

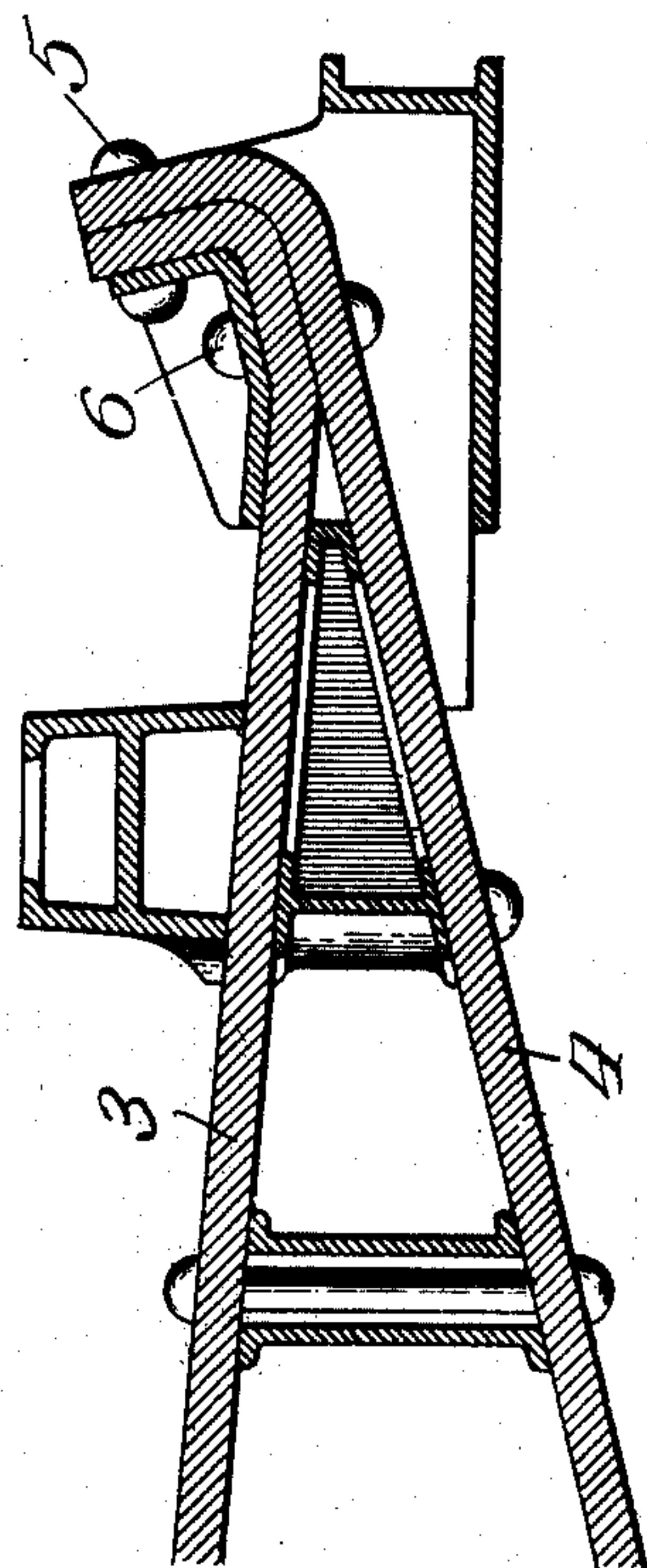


Fig. 6.

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# UNITED STATES PATENT OFFICE.

JOHN O. NEIKIRK, OF MORGAN PARK, ILLINOIS.

## BOLSTER FOR RAILWAY-CARS.

No. 864,482.

Specification of Letters Patent.

Patented Aug. 27, 1907.

Application filed December 17, 1906. Serial No. 348,243.

To all whom it may concern:

Be it known that I, JOHN O. NEIKIRK, a citizen of the United States, residing at Morgan Park, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Bolsters for Railway-Cars, of which the following is a specification.

The object of my invention is to provide a stronger and more efficient bolster.

Further objects of my invention will appear from the following specification and claims.

Referring to the drawings—Figure 1 is a vertical cross sectional view of a car showing one of the body bolsters in elevation. Fig. 2 is a plan in section on the line 2 shown in Fig. 1. Fig. 3 is a sectional elevation taken on the line 3 shown in Fig. 1 and looking in the direction of the arrow. Fig. 4 is a view in elevation of one of the truck bolsters. Fig. 5 is a plan view of the truck bolster shown in Fig. 4. Fig. 6 is a detail sectional view taken on the line 6 shown in Fig. 5.

My improved bolster consists of the usual tension and compression members designated in Fig. 1 by the reference numerals 1 and 2 and in Fig. 4 by the numerals 3 and 4. One of the principal features of my invention lies in the improved form of connection between the outer ends of the upper and lower members of the bolsters. This connection is formed by bringing the upper and lower members into contact with each other for some distance near their outer ends and bending them at substantially a right angle, the bend being formed in that part of the members where they contact with each other. At a point beyond the right angle bend, the members are connected by rivets 5. They may also be similarly connected by rivets at a point inside of the bent portion as shown at 6 in Fig. 4. In the body bolster illustrated in Fig. 1, the lower member 2 terminates at a point just beyond the rivets 5, while the upper member is pro-

longed beyond this point and given a second bend, thus forming a seat for the side sill 14 of the car.

The above described connection between the upper and lower bolster members is adapted for use with any of the usual forms of bolsters. In the present instance the bolsters are shown tapered toward the ends, the upper and lower members being brought together for attachment either by the upward inclination of the side portions of the lower member—as shown in Fig. 1—or by the inclination of the side portions of both members—as shown in Fig. 4. In the particular form illustrated in the latter view, the upper member is bent slightly to bring it into line with the lower member at a point adjacent to the end and just inside of the point where both members are bent in the manner above described.

By the above described construction, the structure of the ends of the bolster is greatly simplified and all objectionable shearing stresses upon the rivets and other connecting parts usually employed are avoided.

What I claim as my invention is—

1. A car bolster comprising upper and lower members lying at their central portion in substantially a horizontal plane and at their end portions in substantially vertical planes, the parts of said members lying in vertical planes being secured together.

2. A bolster for railway cars having compression and tension members, the ends of which are bent at an angle to the line of stress, and means extending in the direction of the line of stress for securing the bent ends of the compression and tension members together.

3. In a car of the class described, a truck bolster comprising upper and lower members spaced apart at their central portion and contacting at their end portions, the contacting portions being bent at an angle, an angle plate conforming to the bent portion, and means for securing together the contacting end portions and the angle plate.

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