

No. 868,155.

PATENTED OCT. 15, 1907.

C. E. BAUER.
TRUCK BOLSTER.

APPLICATION FILED FEB. 7, 1906.

FIG. 1.

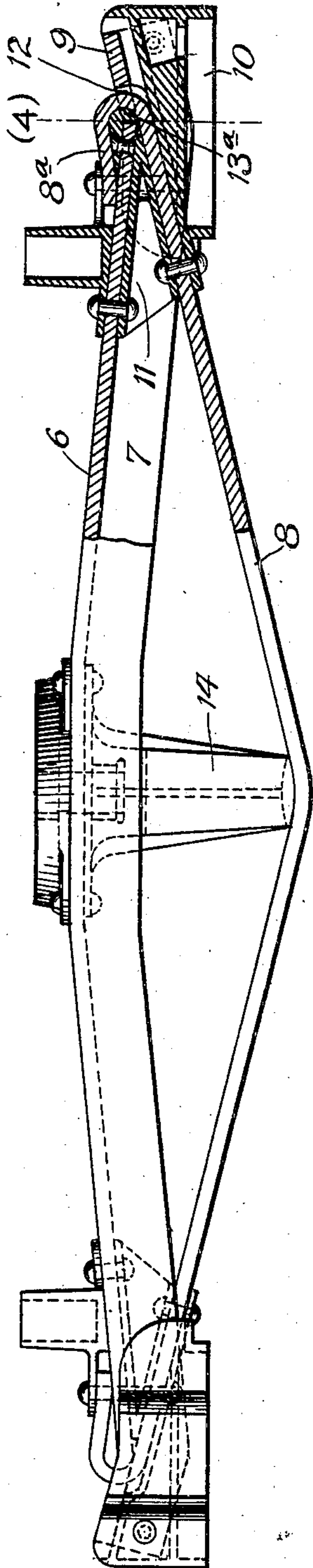


FIG. 3.

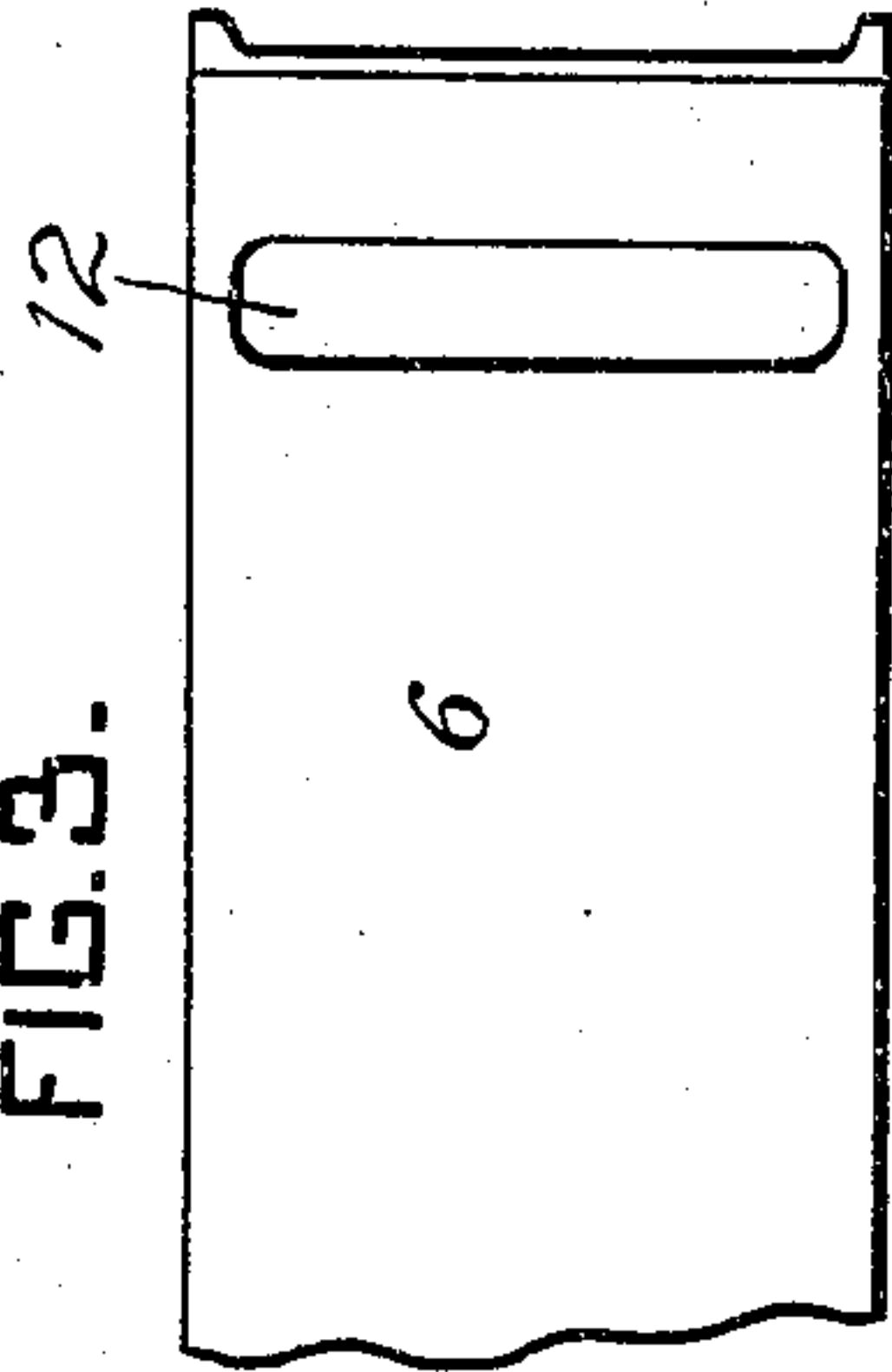


FIG. 2.

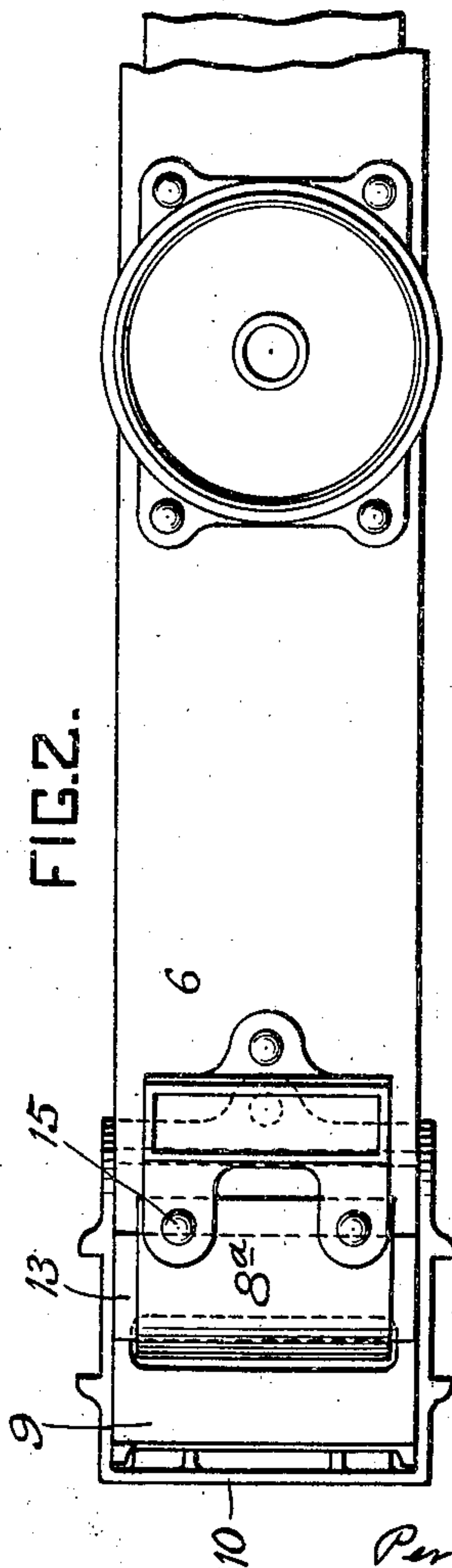


FIG. 5.

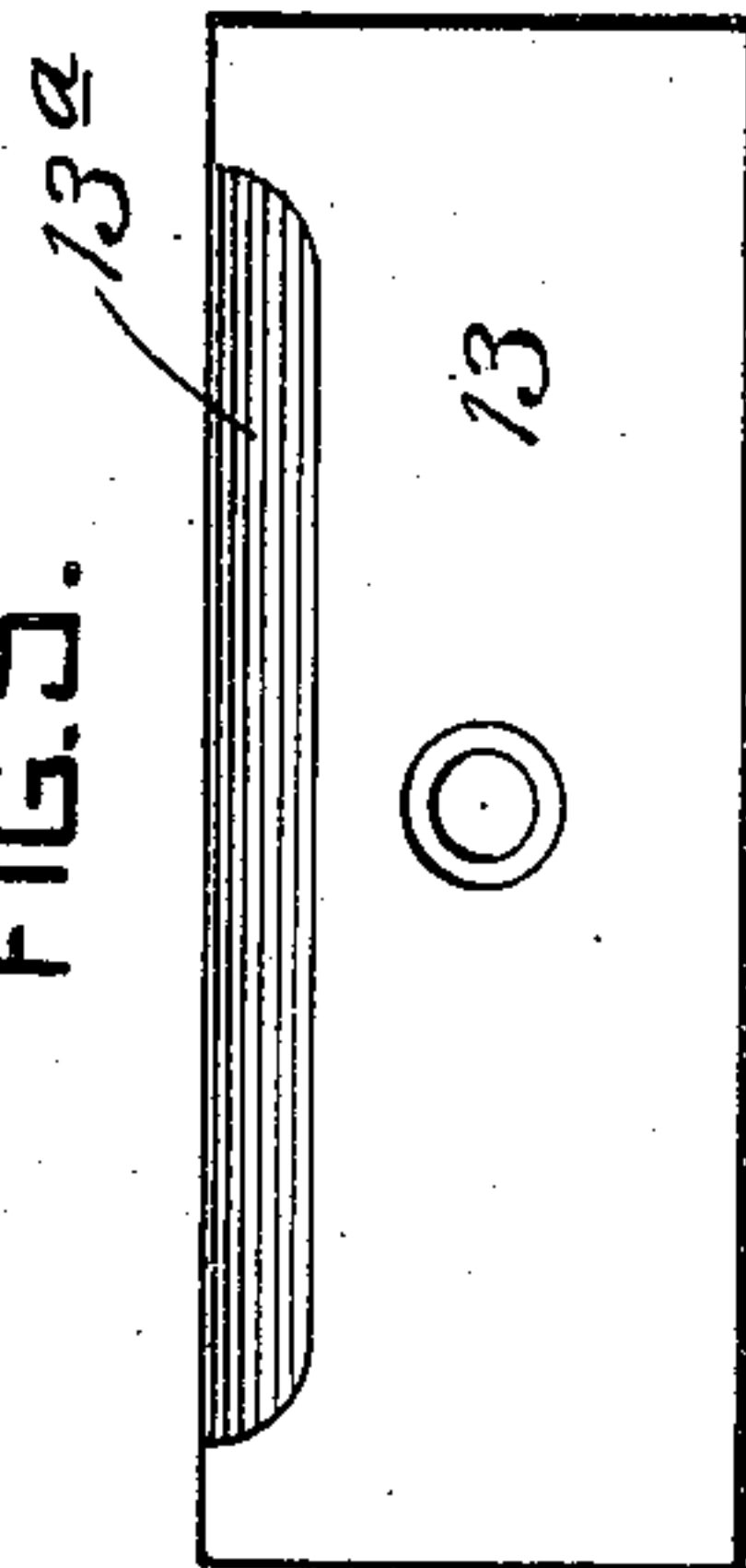
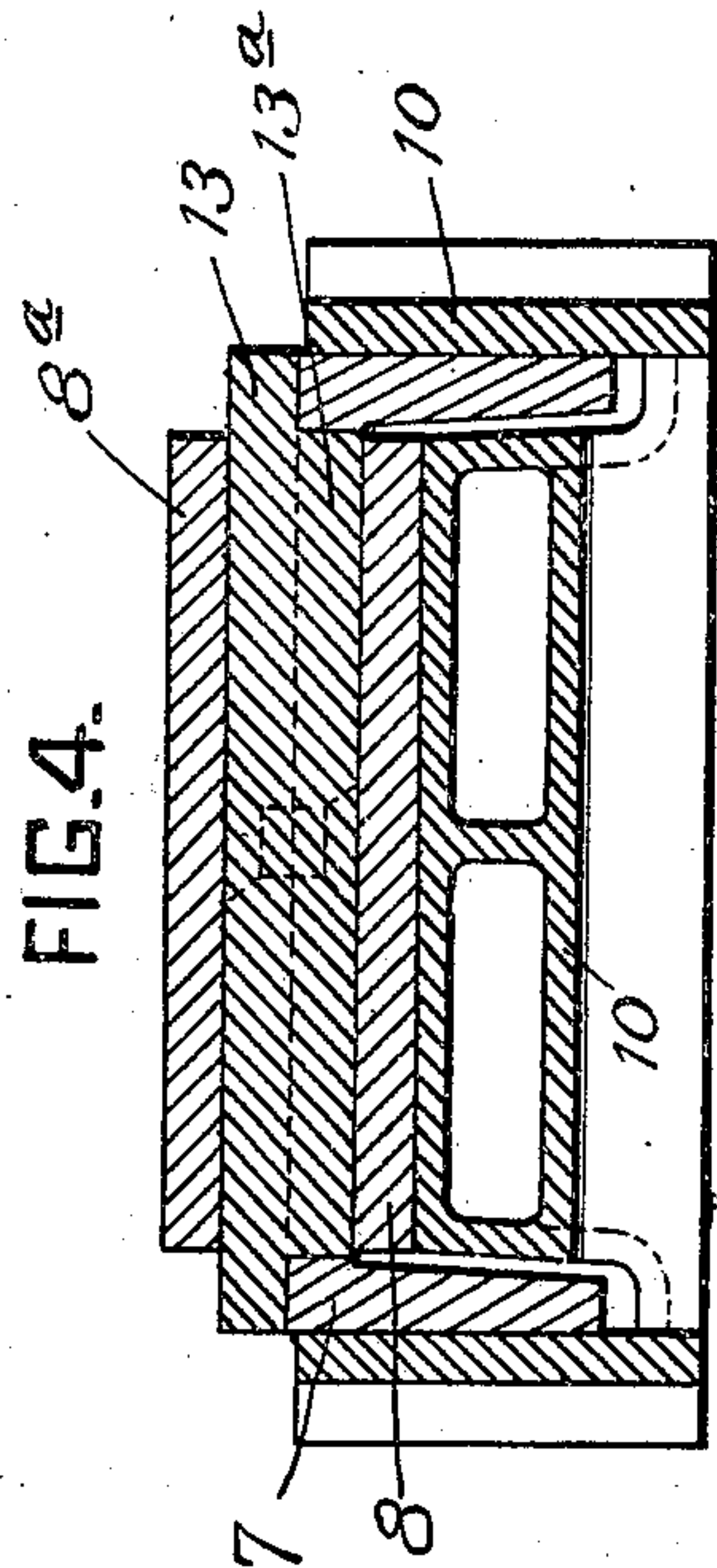


FIG. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CARL E. BAUER, OF HAMMOND, INDIANA, ASSIGNOR TO SIMPLEX RAILWAY APPLIANCE COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

TRUCK-BOLSTER.

No. 868,155.

Specification of Letters Patent.

Patented Oct. 15, 1907.

Application filed February 7, 1906. Serial No. 244,671.

To all whom it may concern:

Be it known that I, CARL E. BAUER, a citizen of the United States, residing at Hammond, in the county of Lake and State of Indiana, have invented certain new and useful Improvements in Truck-Bolsters, of which the following is a specification.

My invention relates to truck bolsters and particularly to truss bolsters built of rolled steel, and to the mode of attaching the ends of the thrust and tension members. The objects of my invention are, to make a safe and strong lap connection of the tension and thrust members; to make an improved bearing seat at the end of the bolster; to better secure the bearing block and the end of the tension member in place, and to generally improve the construction of truck bolsters. The invention is shown in a preferred form in the accompanying drawing, wherein—

Figure 1 is a partial side elevation and a partial longitudinal section through the end of my improved bolster;

Figure 2 is a top plan view of one end, and Figure 3 is a plan of the compression member alone;

Figure 4 is an enlarged cross section taken on the line (4) in Figure 1, and

Figure 5 is a plan view of the cross plate for the bearing of the tension member.

In bolsters of the type of construction herein shown, which consist essentially of a truss in which the compression member is made of a channel or I-beam, it is very important to make such connection between the thrust member and the ends of the tension member as to prevent the marring or wear of the latter; it is also important to arrange the parts and the bearing block so that the center of the bearing may come directly under the point of attachment of the tension member to the thrust member. To accomplish this and the other purposes specified, I preferably make the construction by forming the compression member 6 of channel iron with depending flanges 7, and the tension member is the flat bar 8 which has bent-over ends 8^a engaging the thrust member, both resting on a bearing block 10 which is attached to the tension member and also supports an outer projecting end 9 of the thrust beam 6. The two members of the truss may be separated and strengthened at the end by the usual filling block or bracket 11 which may be riveted in place.

The web of the beam 6 is provided as shown in Figure 3 with a cut-out slot 12 and the end of the tension member 8 is bent around and through this opening and lapped back upon the top of the web 6 between the two

flanges 7. It rests upon the cross plate 13 which lies upon the top of the beam 6, extending laterally over the flanges of the beam and has a depending rounded portion 13^a extending into the slot 12 to make a larger and better bearing for the member 8. The bearing block 10 is provided with upwardly projecting flanges which embrace the entire end of the bolster on the outside of the flanges 7 of member 6, and receives and transfers the upward pressure on the bearing against both the tension member 8 and the extended end 9 of the thrust beam beyond the slot 12, as clearly shown in Figures 1 and 2. The bolster may be provided with any desired form of strut 14, and the end 8^a of the tension member is held down by rivets 15 or in any manner desired. It is also desirable to rivet the cross block 13 as shown in Figure 1.

By this construction the center of the end bearing is brought directly under the point of attachment of the tension and thrust members, and the cross plate 13 rests both on the inner edge of the opening in the web, and by its outer ends rests on the flanges of the channel or I-beam which forms the thrust member. The block 10 securely houses all the parts, and it will be seen that the construction is very compact and there is no strain upon the rivets in taking up the stresses of the truss. Other advantages of the device will readily occur to those familiar with the art.

Having thus described my invention and illustrated its use, what I claim as new and desire to secure by Letters Patent, is the following:

1. A truck bolster comprising in combination, a compression member, a tension member having one end folded around the same, and a bearing member therefor having its center substantially in line with the fold of said tension member.

2. A truck bolster comprising in combination a flanged compression member, a flat tension member having one end folded around the same, and a bearing member therefor having its center substantially in line with the fold of said tension member.

3. A truck bolster comprising in combination a compression member provided with a slot spaced from the end, a tension member passing through said slot and folded back upon the compression member and a bearing member therefor having its center substantially in line with the fold of said tension member.

4. A truck bolster comprising in combination a compression member provided with a slot, a tension member passing through said slot and folded back upon the compression member, together with a bearing member embracing the end of the compression member and having its center substantially in line with the fold of the tension member.

5. A truck bolster comprising in combination a flanged compression member provided with a slot in its web portion, a tension member lapped in said slot and a bearing

member having its center substantially in line with said lapped portion and provided with a flange embracing the end of the compression member outside its flanges.

15 6. A truck bolster comprising in combination a compression member provided with a slot, a cross plate fitted in said slot, a tension member extending through the slot around the cross plate and a bearing member provided with a flange embracing both compression and tension members.

10 7. A truck bolster comprising in combination, a compression member, a tension member attached thereto and a bearing block, the center of said bearing block being in line with the joint of the compression and tension members.

In testimony whereof I have hereunto signed my name in the presence of the two subscribed witnesses.

CARL E. BAUER.

Witnesses:

PAUL CARPENTER,

ALBERT CHARLES HOWARD.