

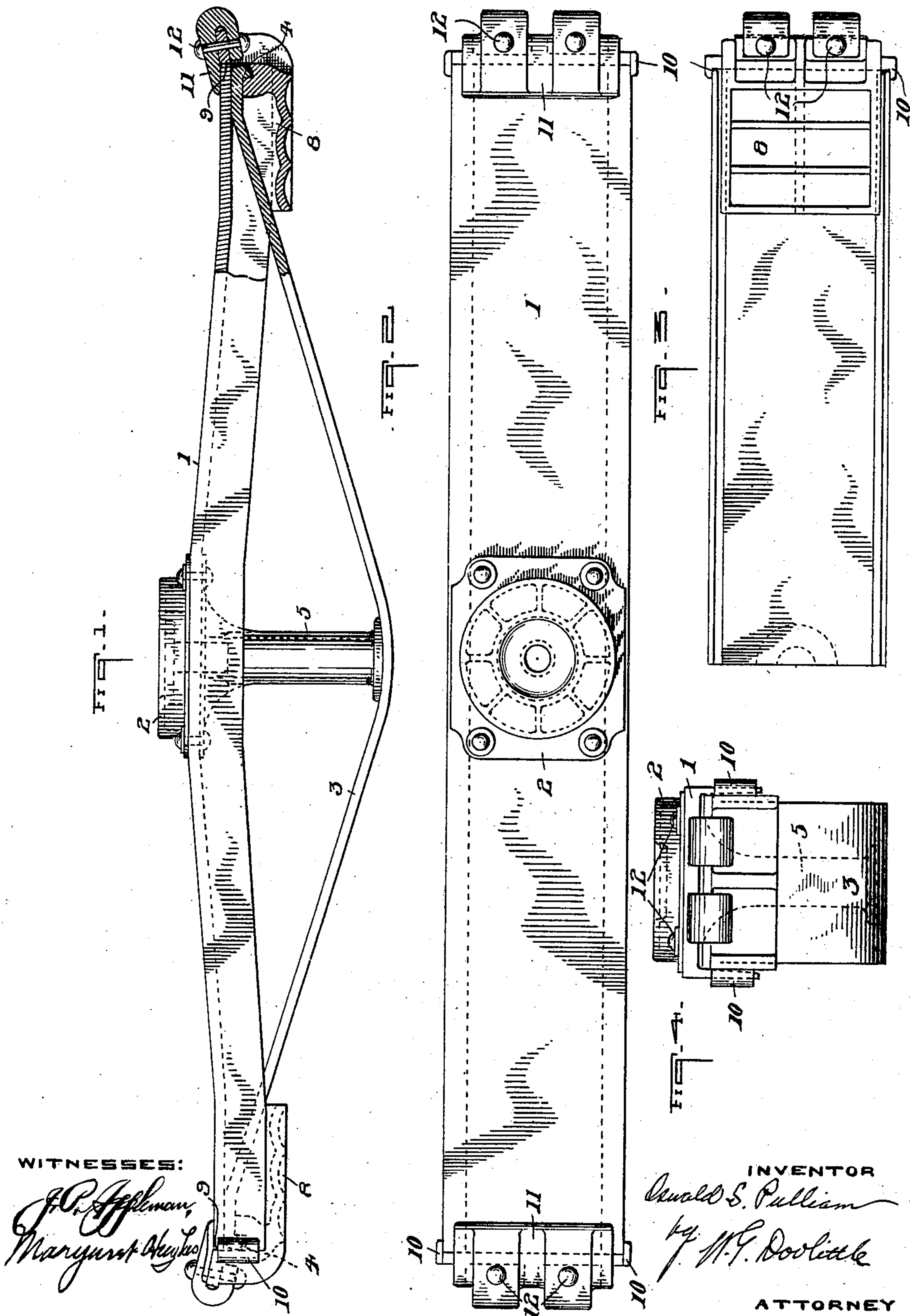
No. 886,069.

PATENTED APR. 28, 1908.

O. S. PULLIAM.
CAR BOLSTER.

APPLICATION FILED JUNE 6, 1907.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

FIG. 5.

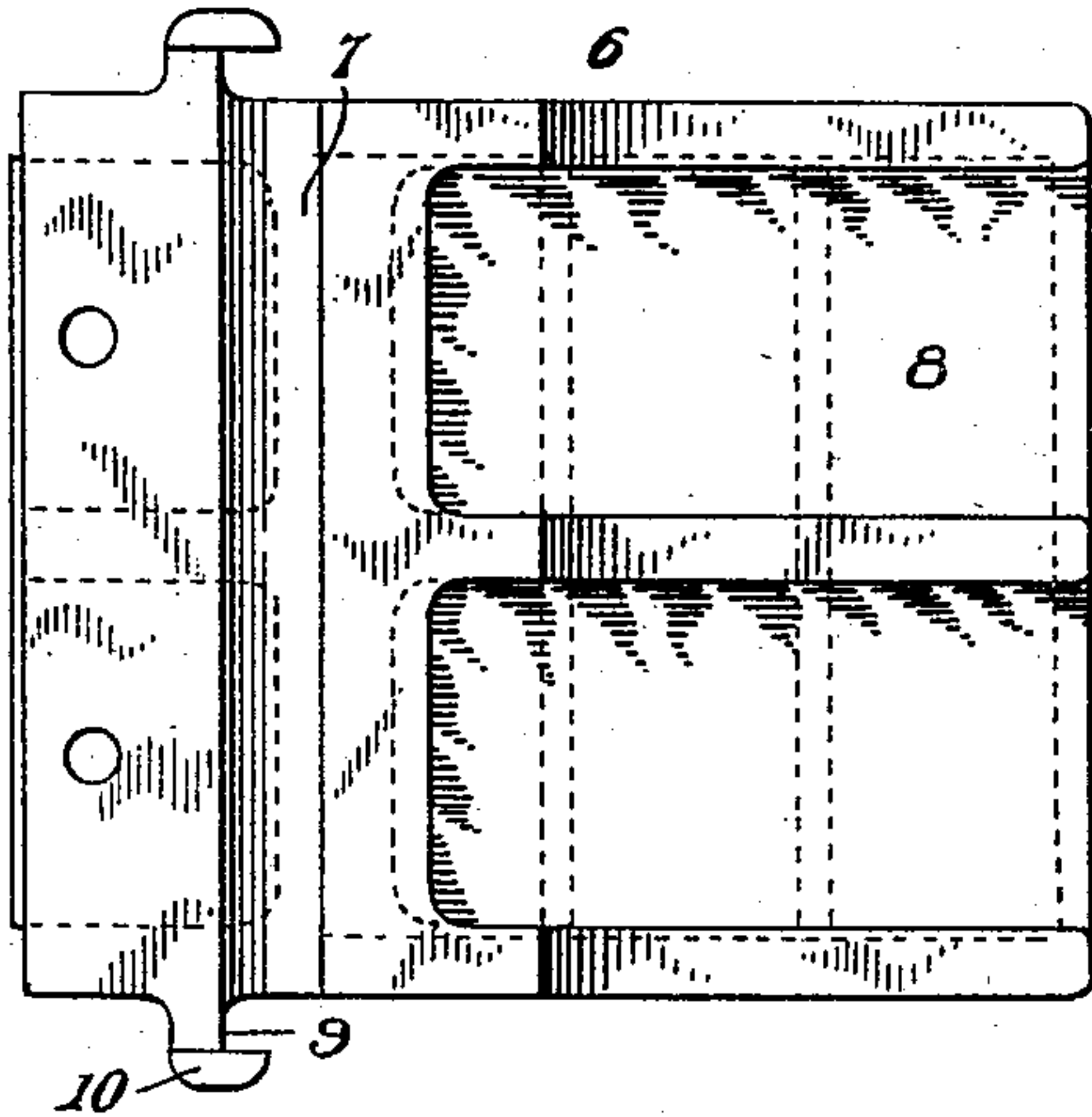


FIG. 6.

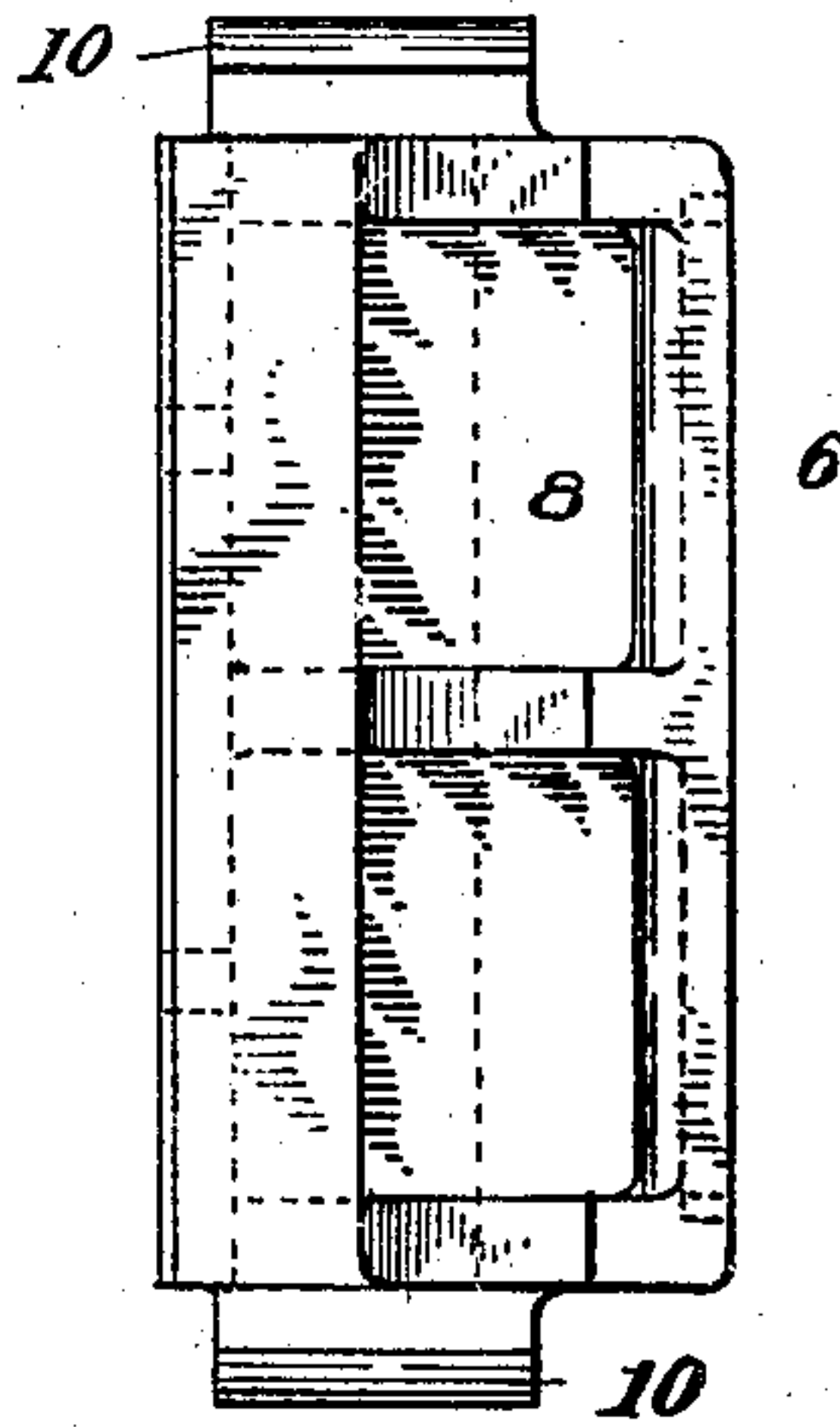


FIG. 7.

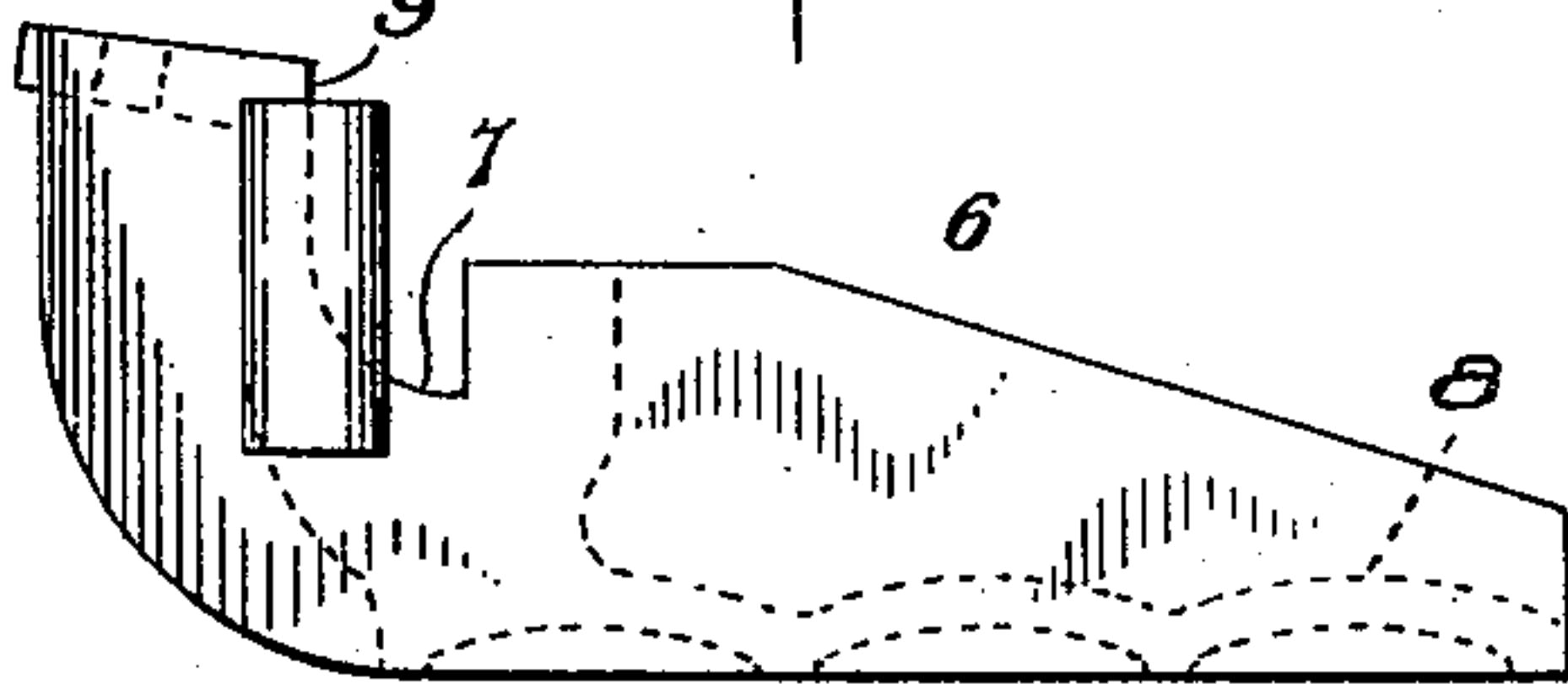


FIG. 8.

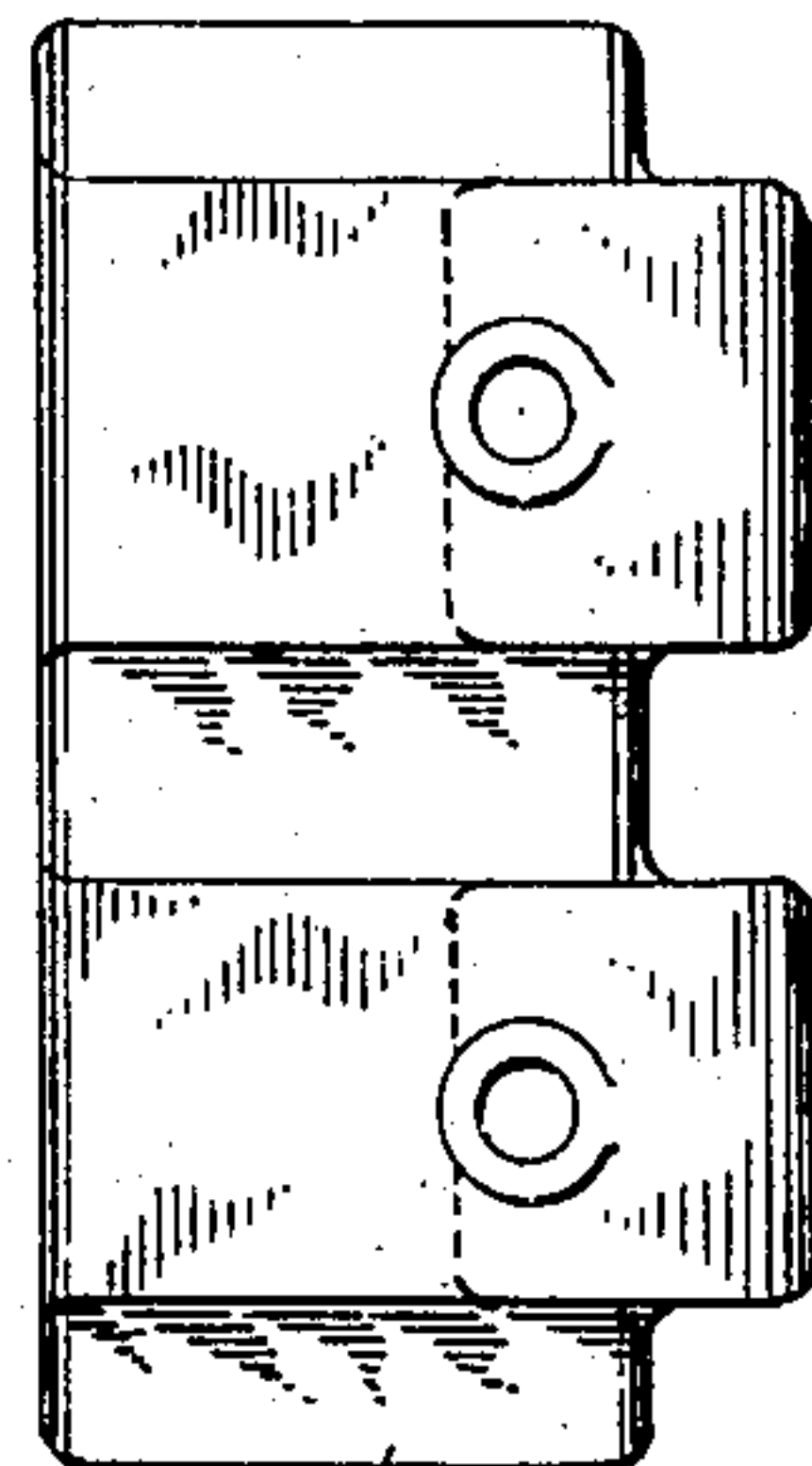


FIG. 9.

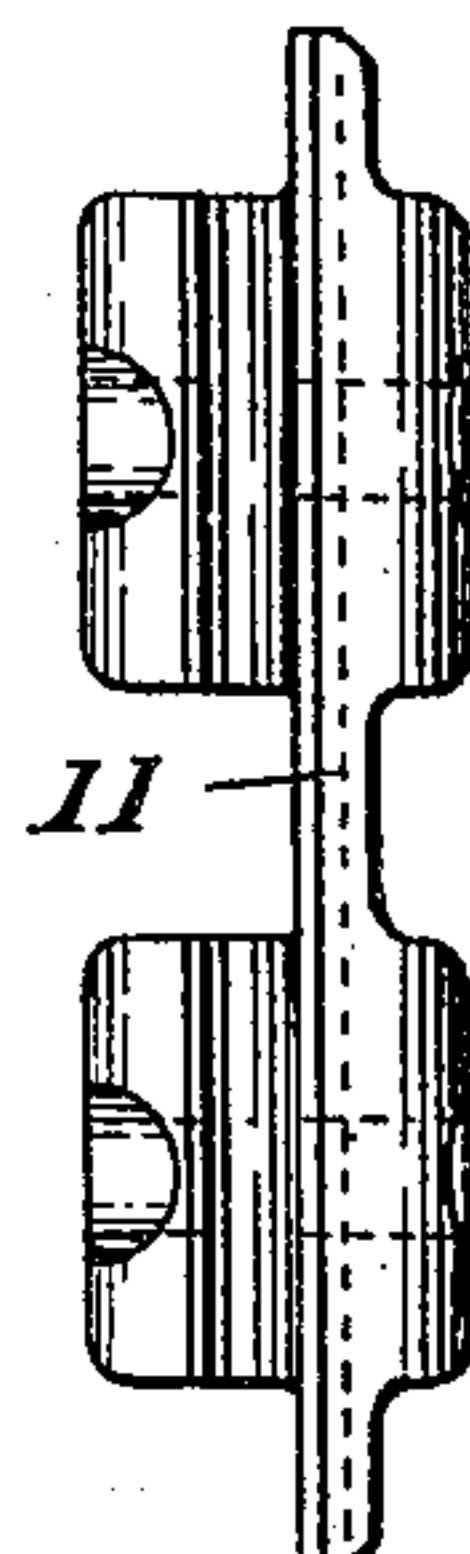


FIG. 11.

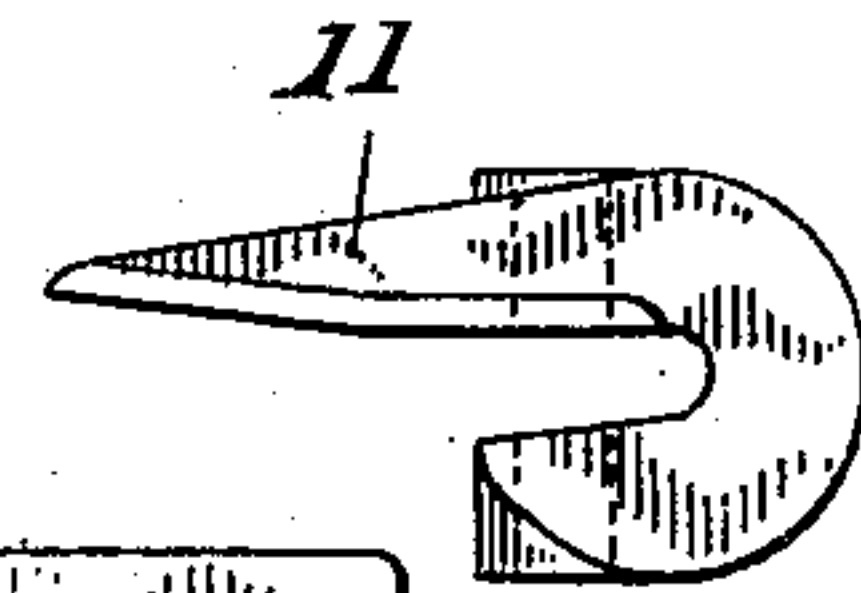
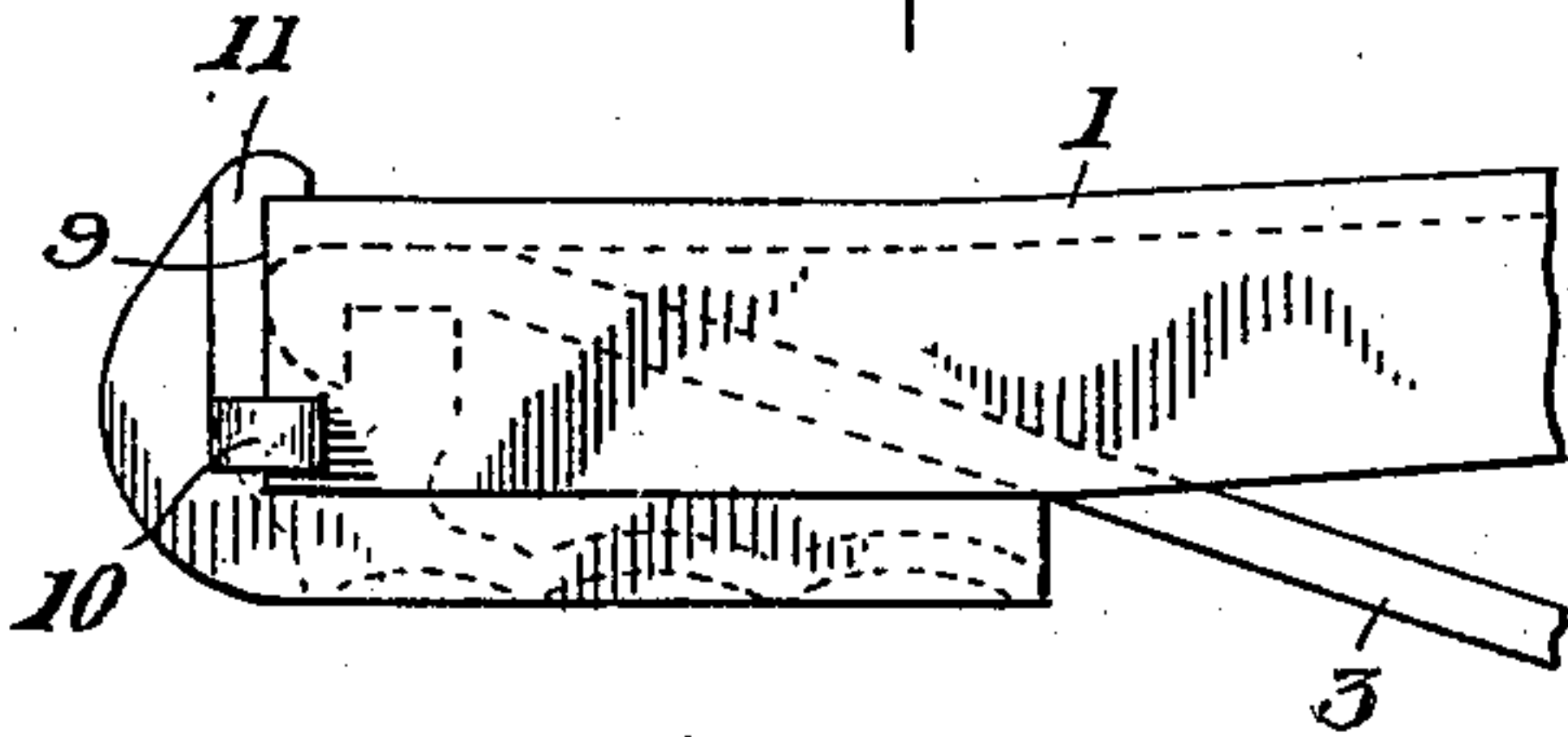


FIG. 10.

FIG. 12.

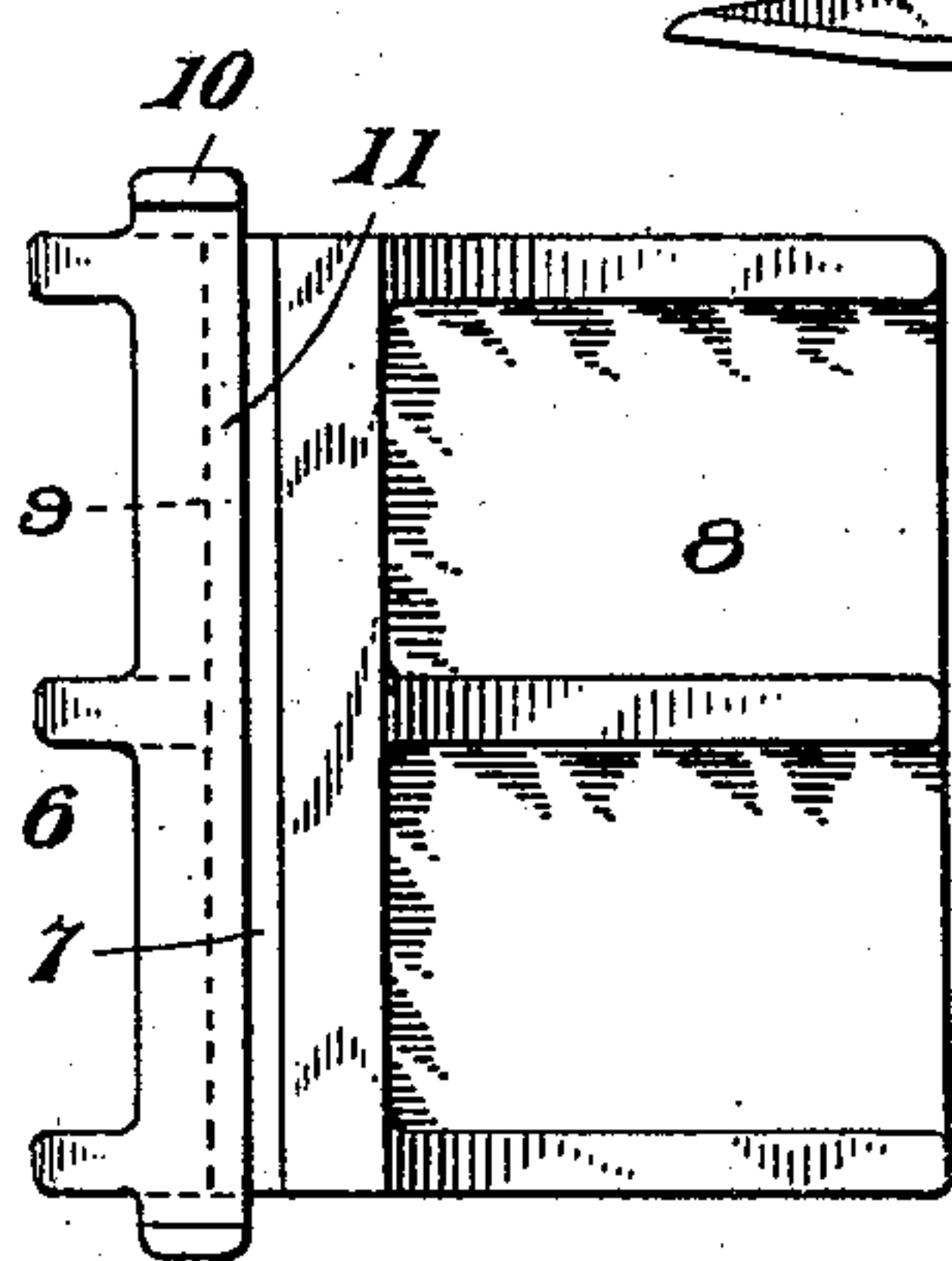
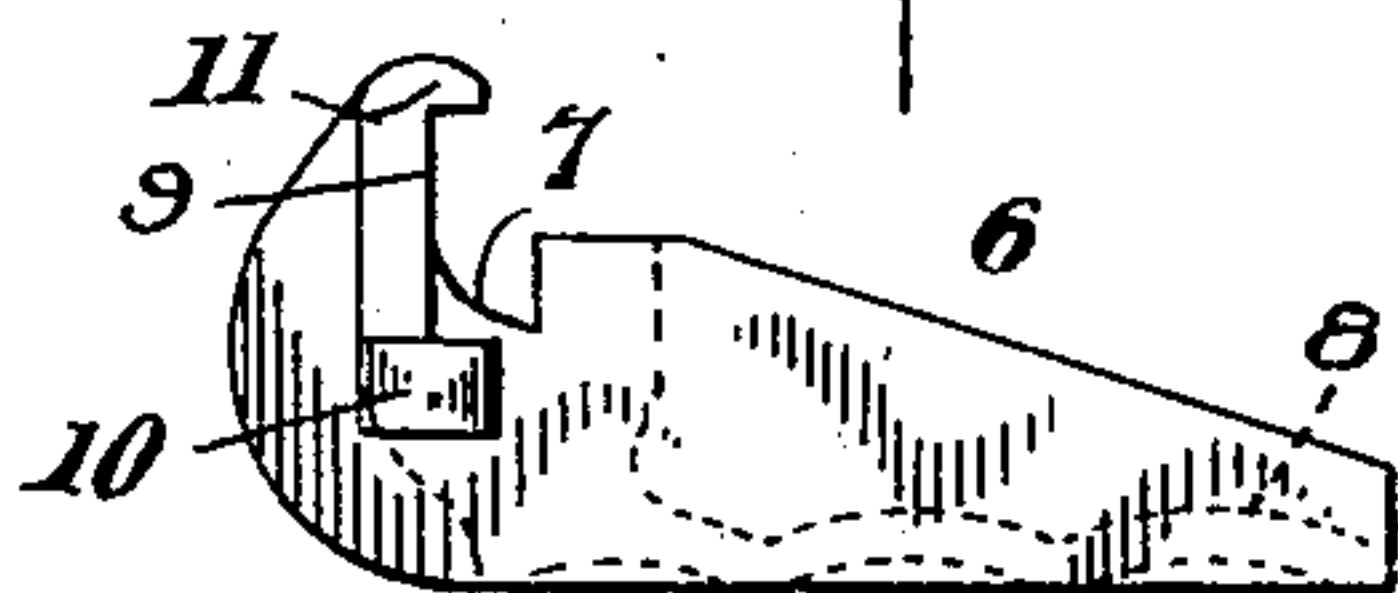


FIG. 13.

WITNESSES:

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UNITED STATES PATENT OFFICE.

OSWALD S. PULLIAM, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO PITTSBURGH EQUIPMENT COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

CAR-BOLSTER.

No. 886,069.

Specification of Letters Patent.

Patented April 28, 1908.

Application filed June 6, 1907. Serial No. 377,625.

To all whom it may concern:

Be it known that I, OSWALD S. PULLIAM, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Bolsters, of which the following is a specification.

My invention relates to improvements in car-bolsters and while I have shown an embodiment of my invention in the form of a truck-bolster my invention embraces a body-bolster construction as well.

The prime object of the present invention is to provide a simple and efficient construction employing end-members adapted to receive the ends of the top and bottom-members and cooperating with said members to receive the thrust of one member and the pull of the other member.

To this end the present invention consists, of a car-bolster, in the novel features of construction, and in the combination of parts all as fully herein described and claimed.

In the accompanying drawings which illustrate applications of my invention, Figure 1 is a side elevational view partly in section of a truck-bolster embodying my invention; Fig. 2 a top plan; Fig. 3 a half bottom plan view; Fig. 4 an end view; Fig. 5 a plan of an end-member; Fig. 6 an end view of end-member; Fig. 7 a side elevational view of an end-member; Fig. 8 a top plan of clip; Fig. 9 an end view of same; Fig. 10 a side elevational view of clip; Fig. 11 a broken side view of construction showing a different form of end-member from that shown by the form of Fig. 1; Fig. 12 a side view of an end-member of the form of Fig. 11; and Fig. 13 a plan of the same.

Referring to the drawings, the truck-bolster, as illustrated and as preferred, comprises a top-member 1 made of channel form. Secured to the upper face of the top-member is a center-bearing plate or member 2.

3 designates a bottom-member formed at each of its ends with a hooked-portion 4. The two members are joined at their centers by a king post 5. The respective ends of the top and bottom-members meet in end-members 6, and each end-member is adapted to have imparted thereto the pull of the bottom-member and the thrust of the top-member.

In the drawings, I have shown two forms of end-members, one of the form of Fig. 1

and the other of the form of Fig. 11. In both forms, the end-members are provided with a laterally extending groove 7, having a contour corresponding with the contour of the hooked end portions of the top-member and adapted to receive the said hooked ends when the parts are assembled. The end-members each comprise in addition to the groove 7, a body-portion 8, and a bearing-face or member 9. When the parts are assembled the body-portion extends under the respective ends of the top and bottom-members and the ends of said members abut against the bearing-face 9. The end-members are also provided with lugs 10 adapted to bear against the sides of the top-member.

11 designate clips or engaging-members adapted to engage the ends of the top-member. In the form of Fig. 1 clips 11 are made separate from the end-members and are secured thereto by rivets 12, while in the form of Fig. 11 the clips 11 are made integral with the end-members.

What I claim is:

1. A bolster comprising a top-member of channel-form, a bottom-member formed with an end hooked portion, an end-member provided with a groove corresponding in contour with the hooked end portion and adapted to receive the same, lugs formed on the end-member, and said top-member having the ends of its sides located between the lugs and the body of the end-member.

2. A bolster comprising a top-member, a bottom-member formed with an end engaging portion, an end-member provided with a groove adapted to receive the end engaging portion, and a clip secured to the end-member and engaging an end of the top-member.

3. A bolster comprising a top-member of channel-form, a bottom-member formed with an end engaging portion, an end-member provided with a groove adapted to receive the end engaging portion, lugs formed on the end-member adapted to engage the sides of the top-member, and a clip secured to the end-member and engaging an end of the top-member.

4. A bolster comprising a top-member of channel form, a bottom-member provided with end engaging-means, an end-member provided with means to engage an end of the bottom-member and having a bearing-face in contact with an end of the top-member,

lugs formed integral with the end-member, said top-member having the end of its sides located between the lugs and the body of the end-member.

- 5 5. A bolster comprising a top-member of channel form, a bottom-member provided with end-engaging-means, an end-member provided with means to engage an end of the bottom-member and having a bearing-face in
10 contact with an end of the top-member, lugs formed integral with the end-member, said top-member having the end of its sides located between the lugs and the body of the

end-member, and a clip engaging an end of the top-member.

6. A bolster comprising a top-member, a bottom-member, an end-member adapted to receive the pull of the bottom-member and the thrust of the top-member, and a clip engaging an end of the top-member.

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

OSWALD S. PULLIAM.

Witnesses:

W. G. DOOLITTLE,
MARGARET HUGHES.