

No. 897,011.

PATENTED AUG. 25, 1908.

O. S. PULLIAM.

BODY BOLSTER.

APPLICATION FILED MAR. 10, 1908.

Fig. 1.

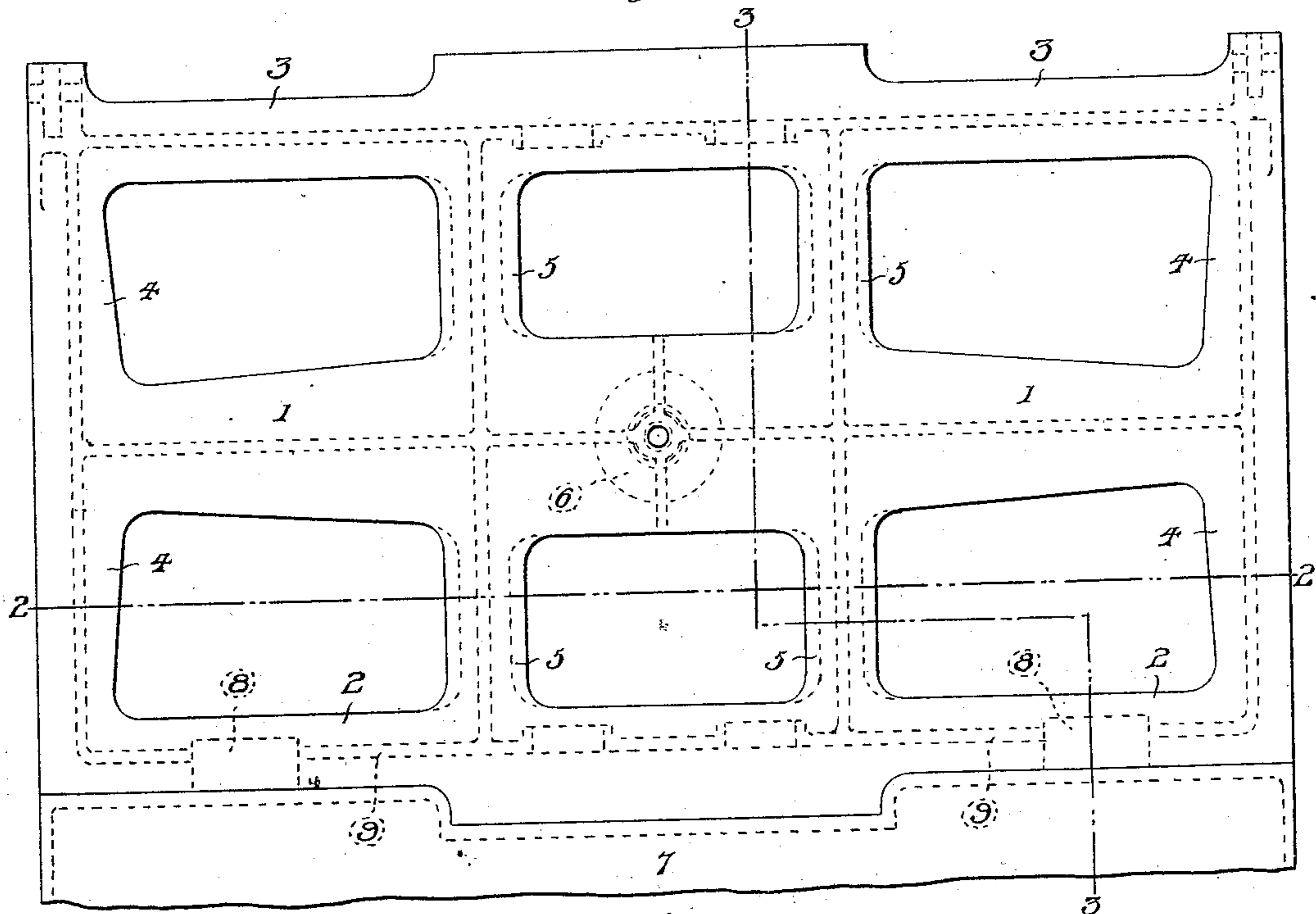


Fig. 2.

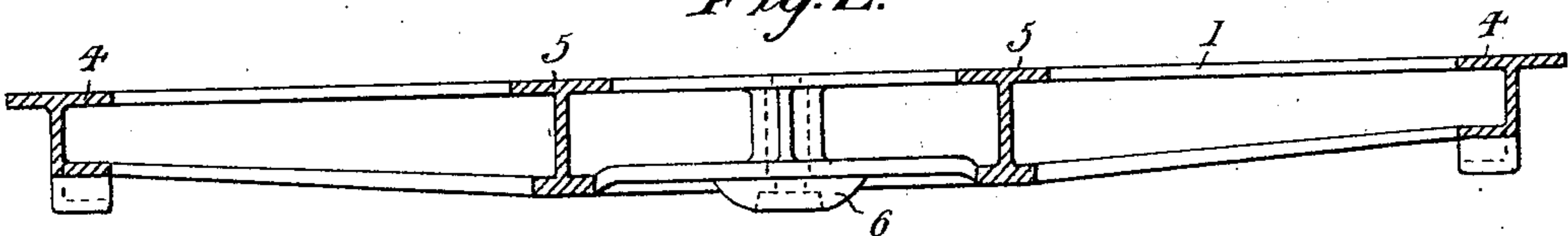


Fig. 3.

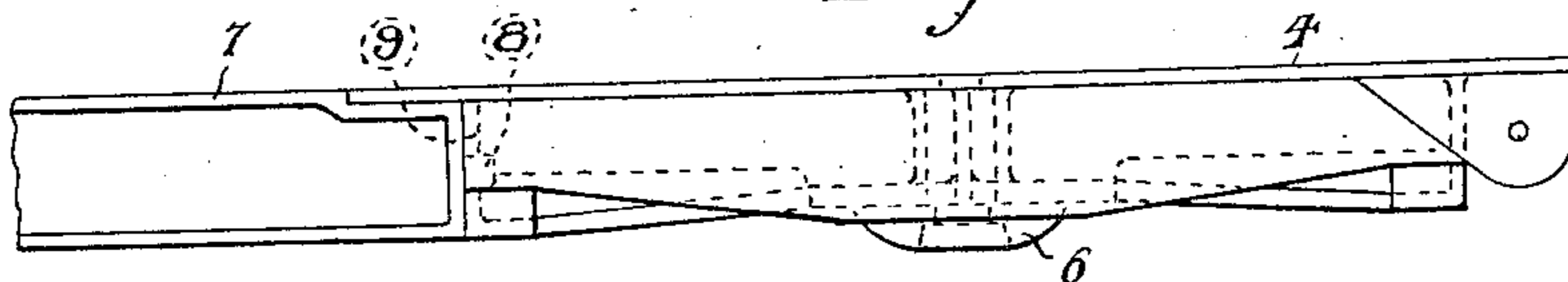
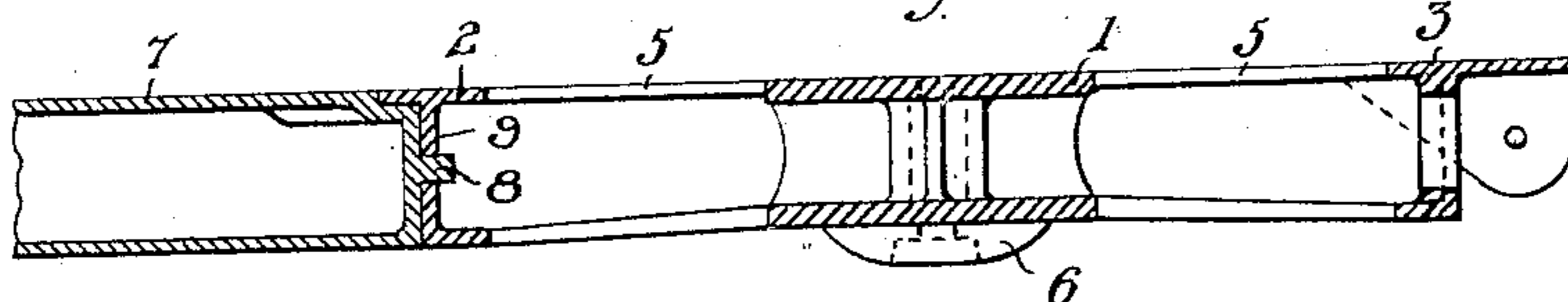


Fig. 4.



witnesses:

J. R. Appleman,
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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.

BODY-BOLSTER.

No. 897,011.

Specification of Letters Patent.

Patented Aug. 25, 1908.

Application filed March 10, 1908. Serial No. 420,185.

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 Body-Bolsters, of which the following is a specification.

My invention relates to improvements in body-bolsters for cars.

Body-bolsters as heretofore constructed and used have consisted of one of two types, namely, a single body-bolster or a double body-bolster. In the present invention, I have departed from the forms of body-bolsters above mentioned and now so generally employed in railway car construction, and have designed a triple body-bolster comprising a large sill-bearing surface or surfaces all preferably made in a single piece of cast-metal.

One of the objects of the present invention, in addition to providing the large bearing surface or surfaces above referred to, is to provide a construction by which the main load strains, to which a bolster is subjected in practice, are passed to the center-bearing of the bolster in direct lines.

In the accompanying drawing, which illustrates an application of my invention, Figure 1 is a top plan of a body-bolster constructed in accordance with my invention, showing it in connection with a portion of a car-platform; Fig. 2 a vertical sectional view taken on line II—II of Fig. 1; Fig. 3, an end view; and Fig. 4 a sectional view taken on line III—III of Fig. 1.

Referring to the drawing, and, as preferred, my triple body-bolster consists of an integral cast-metal structure having a central transversely disposed tapering main-beam 1. This beam 1 is preferably of I-beam form and its upper and lower flanges respectively enter into the construction of the top and bottom members of the bolster proper.

2 and 3 designate auxiliary or side-beams. These auxiliary beams are also preferably of

I-beam form. The ends of the side-beams 2 and 3 are connected by end-beams 4.

The main-beam and the side-beams are united by intermediate cross-beams 5. The upper surfaces of all the beams mentioned constitute the top-member of the bolster, and the lower surfaces constitute the bottom-member of the bolster.

The main-beam 1 is formed with an opening into which a king-bolt, not shown, is placed. This beam is also formed with a center-bearing 6.

The upper surfaces of the main and auxiliary beams provide a large bearing surface or surfaces for the car-sills and the central transversely disposed main-beam, having the large sill-bearing surface, will pass the main load strains in direct lines to the center-bearing 6.

In the drawing, I have shown my improved body-bolster in connection with a car-platform 7. The platform 7, as illustrated, is provided with projecting-members 8, which members are adapted to enter openings formed in the web 9 of the auxiliary-beam 2.

What I claim is:

1. An integral cast-metal body-bolster comprising a central transversely disposed tapering main-beam, auxiliary side-beams, end-beams, and intermediate cross-beams uniting the main and auxiliary-beams.

2. A triple body-bolster having a central main-beam, two auxiliary-beams, and beams uniting the main and auxiliary-beams.

3. The combination, with a car-platform provided with a projecting-member, of a body-bolster comprising a central main-beam, and an auxiliary side-beam having an opening to receive the projecting-member of the platform.

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

OSWALD S. PULLIAM.

Witnesses:

EDWIN L. ALLEN,
W. G. DOOLITTLE.