J. M. ROHLFING.

BOLSTER.

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965,944.

Patented Aug. 2, 1910.

Fig. 1.

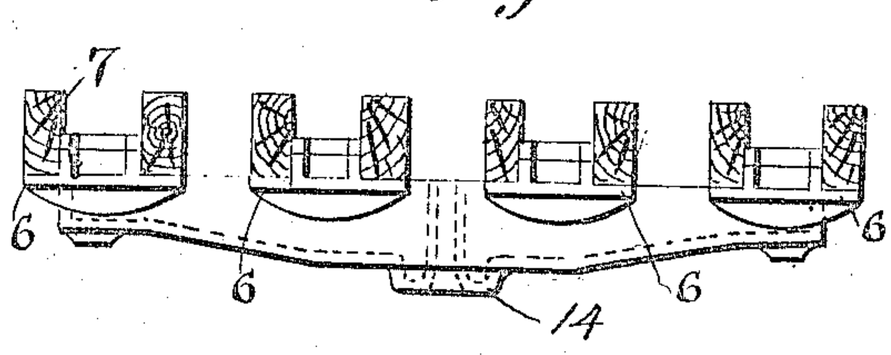


Fig. 2.

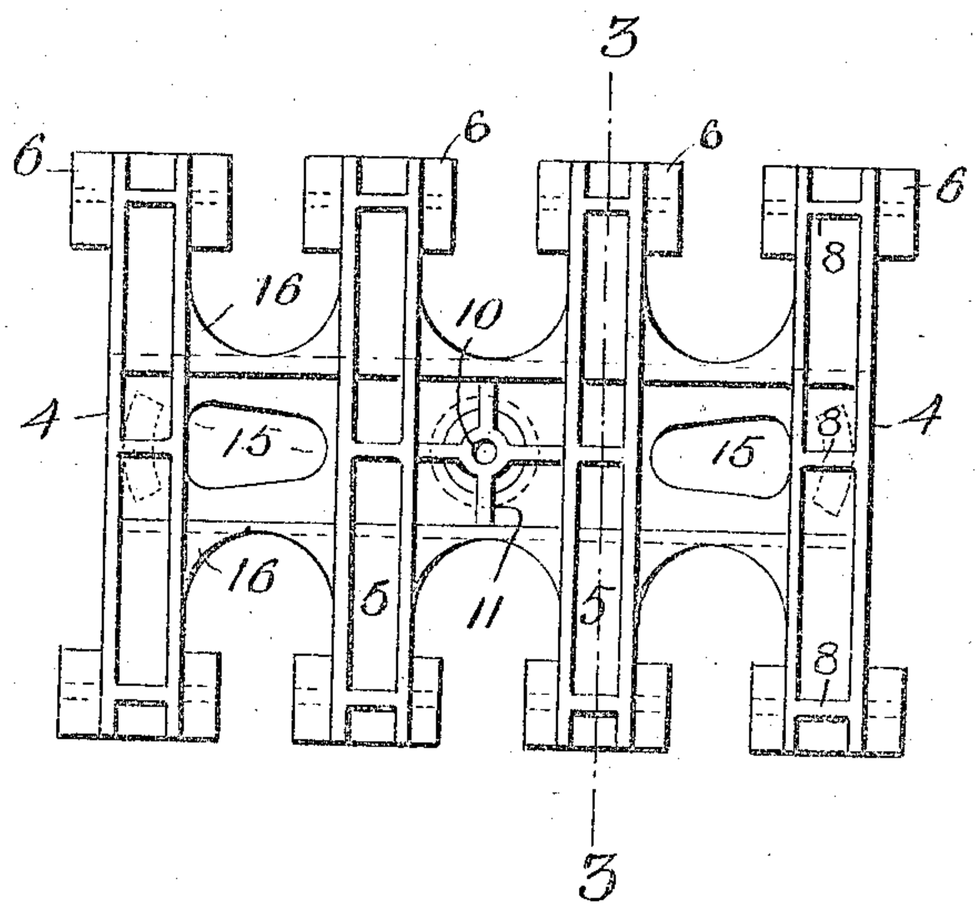
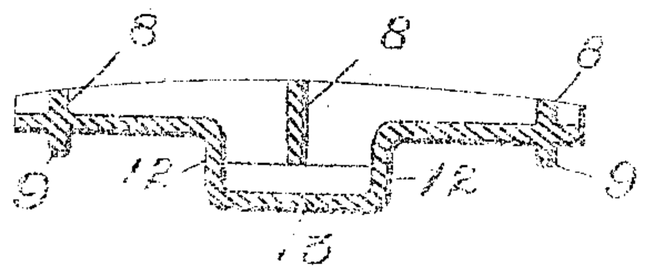


Fig. 3.



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BOLSTER.

965,944. Specification of Letters Patent. Patented Aug. 2, 1910.

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To all whom it may concern:

Be it known that I, JOHN M. ROHLFING, residing at St. Louis, Missouri, and being a citizen of the United States, have invented certain new and useful Improvements in Bolsters, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and to use the same, reference being had to the accompanying drawings, which illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof will occur to persons skilled in the art.

In said drawings: Figure 1 is an end view of a car underframe including sills and the bolster forming the subject matter of this application. Fig. 2 is a plan view of the bolster. Fig. 3 is a sectional view, the section being taken on line 3—3 of Fig. 2.

The object of the invention is to provide a simple, compact and strong cast bolster which is provided with sill seats adapted to receive the longitudinal sills of a car underframe and the invention comprises features of novelty all as hereinafter more fully set forth and specifically pointed out in the claims.

Referring specifically to the parts, 4—4 and 5—5 indicate coupled ribs which extend longitudinally of a car underframe and are provided upon their end portions with sill seats 6 adapted to receive the wood sills 7. The ribs 4 and 5 are coupled in pairs by means of connecting ribs 8 within the plane of the ribs 4—5 and by means of transversely extending strengthening ribs 9 formed below the sill seats 6 in alinement with the outer of said ribs 8. Between the pairs 5—5 of coupled ribs is a center pin bearing 10 with rectangularly disposed strengthening ribs 11 extending therefrom, some of said ribs 11 extending to the inner ribs 5 and some of said ribs 11 extending longitudinally of the car when the bolster is in position.

The ribs which extend longitudinally terminate at or adjacent to the vertical ribs 12, which ribs 12 with the connecting web portion 13, form a transversely disposed channel shaped principal bolster member, from the under side of which projects the center bearing 14, all of the parts specified comprising a single integral casting. To lighten the structure somewhat the web 13 is provided with the openings 15 and to strengthen the structure the ribs 4—5 are connected by the horizontal web portions 16 which project forwardly and rearwardly of the principal bolster channel portion, as best shown in the plan view Fig. 2, thus providing flanges for said principal channel bolster member.

As will be noted in Fig. 3 the ribs 4—5 are arched slightly and extend across the channel portion, said ribs 4—5 being deeper above said channel than at their ends.

What I claim is:

1. In a bolster, an integral casting comprising longitudinally disposed pairs of coupled ribs, the ribs of each pair being connected at their ends and at an intermediate point and provided with sill seats and a transversely disposed channel shaped principal bolster member connecting said ribs and having reinforced center bearing portion.

2. In a bolster, an integral casting comprising longitudinally disposed coupled ribs provided with sill seats and connected by the upper portion of a transversely disposed channel shaped principal bolster member having reinforced center bearing portion including angularly disposed ribs above said center bearing.

3. In a bolster, a relatively deep channel shaped transverse portion with integral center bearing, parallel longitudinal ribs connecting the upper portion of the channel and formed integral therewith and sill seats projecting laterally from said ribs.

4. In a bolster an integral casting comprising a transverse flanged channel with center bearing, longitudinal ribs crossing said channel and formed integral with and extending upwardly from the upper portion thereof and sill seats near the ends of said ribs.

5. In a bolster an integral casting comprising a transverse flanged channel with center bearing, longitudinal ribs crossing said channel and sill seats near the ends of said ribs, there being ribs connecting said longitudinal ribs.

6. In a bolster an integral casting comprising a transverse flanged channel with center bearing, longitudinal ribs crossing said channel and sill seats near the ends of

said ribs, with reinforcing ribs connecting said sill seats.

7. In a bolster an integral casting comprising a transverse flanged channel with center bearing, longitudinal ribs crossing said channel and sill seats near the ends of said ribs with connecting ribs between said longitudinal ribs.

8. In a bolster, an integral casting comprising longitudinally disposed ribs with relatively wider sill seats, transversely extending vertical ribs with horizontal connecting web portion and a center bearing extending below said web portion.

9. In a bolster, an integral casting comprising longitudinally disposed ribs with relatively wider sill seats, transversely extending vertical ribs with horizontal connecting web portion and a center bearing extending below said web portion, the longitudinal ribs being continuous and arranged in couples.

10. In a bolster, an integral casting comprising longitudinally disposed ribs with relatively wider sill seats, transversely extending vertical ribs with horizontal connecting web portion and a center bearing extending below said web portion, the longitudinal ribs and sill seats being arranged in couples.

11. In a bolster, an integral casting comprising longitudinally disposed coupled ribs provided with sill seats, a transversely disposed relatively channel shaped portion crossed by said ribs, a center bearing projecting from said channel portion and centrally disposed reinforcing ribs angularly disposed above said center bearing.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

JOHN M. ROHLFING.

Witnesses:

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G. P. RUNDLE.