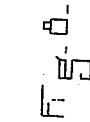
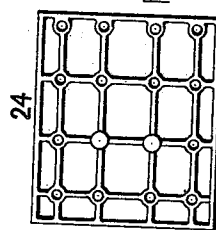
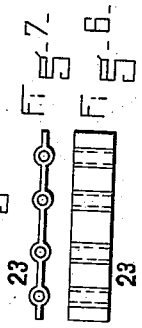
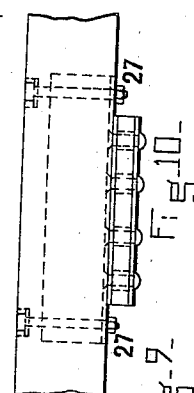
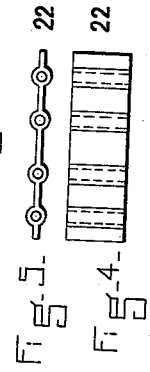
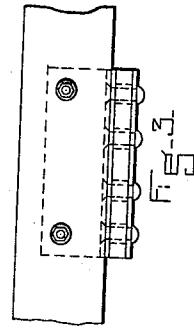
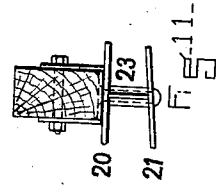
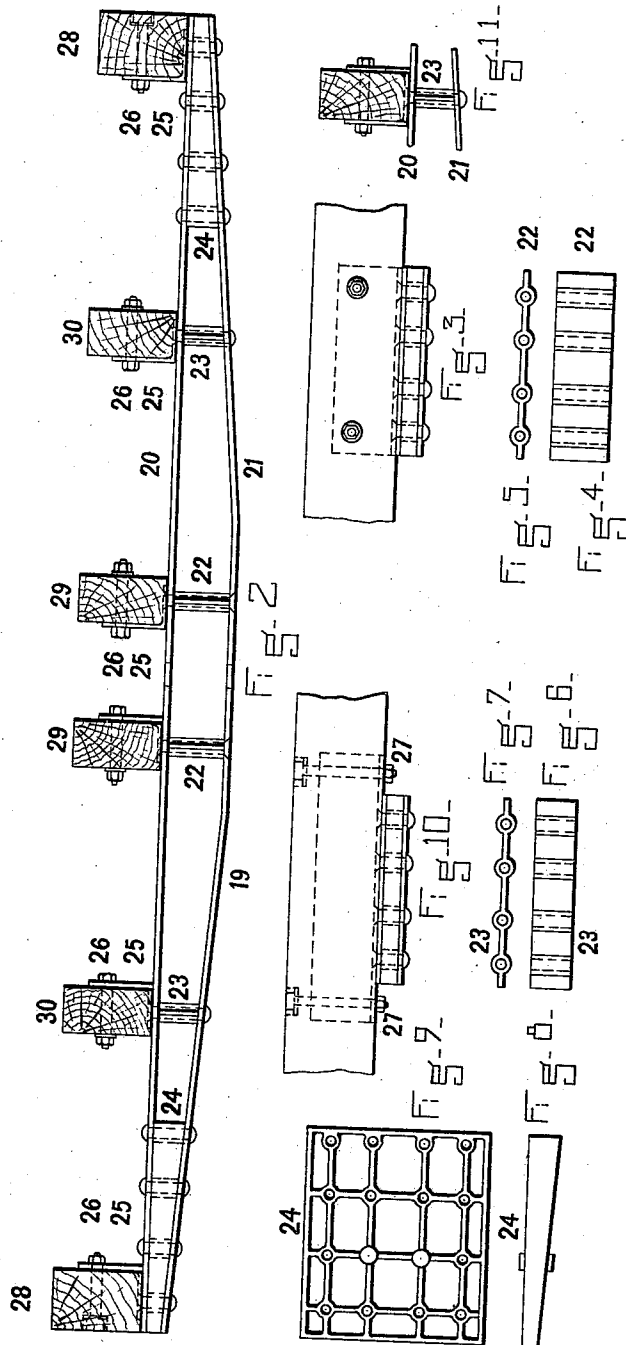
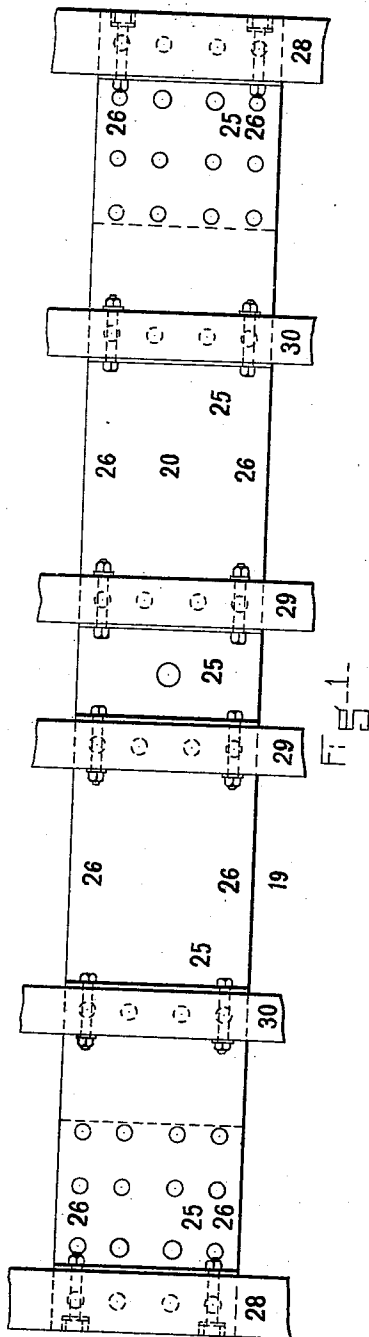


(No Model.)

L. K. JEWETT.
CAR BODY BOLSTER.

No. 510,429.

Patented Dec. 12, 1893.



WITNESSES,

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LUTHER K. JEWETT, OF BOSTON, MASSACHUSETTS.

CAR-BODY BOLSTER.

SPECIFICATION forming part of Letters Patent No. 510,429, dated December 12, 1893.

Application filed April 3, 1893. Serial No. 468,894. (No model.)

To all whom it may concern:

Be it known that I, LUTHER K. JEWETT, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Car-Body Bolster, of which the following is a specification.

My invention relates to car body bolsters designed for use under cars.

It has for its object, a strongly constructed bolster of open construction, and means for fastening the bolster to the car sills without appreciably weakening the sills, the whole being easily made and readily secured in position.

Figure 1 represents the car body bolster fastened to the car sills. Fig. 2 is a front elevation of Fig. 1. Fig. 3 is an end elevation of Fig. 1. Fig. 4 represents in side elevation one of the center posts. Fig. 5 is a plan of Fig. 4. Fig. 6 represents in side elevation one of the intermediate posts. Fig. 7 is a plan of Fig. 6. Fig. 8 represents one of the end blocks in side elevation. Fig. 9 is a plan of Fig. 8. Fig. 10 represents the car body in end elevation, same as Fig. 3, except that the angle piece, which is fastened to the bolster, extends beyond the sides of the bolster, and through the extended portions pass the vertical bolts used to fasten the bolster to the car sills. Fig. 11 represents in elevation a detached portion of the car body bolster and one of the intermediate sills, illustrating the method of construction, where U shaped pieces instead of angle pieces are used.

The car body bolster represented by the drawings is one designed for use under steam railway cars, and all parts or members are preferably made of steel.

The truss bolster 19 is of the (commonly known) queen post construction, and it is composed of the upper member 20, lower member 21, the two center posts 22, the two intermediate posts 23, and the two end blocks 24, all these parts being riveted together as shown by the drawings and over each post and block is riveted an angle piece or sill plate 25. The rivets used in riveting the bolster together, may be used as shown, to fasten the angle pieces to the upper member of the truss, or if desired the angle pieces may be electrically welded to the bolster. These an-

gle pieces or angle sill plates are used as an improved means of fastening the bolster to the car sills, by means of the horizontally placed bolts 26, which, by passing through the neutral fiber of each sill does not materially weaken the sill. If desired, the angle sill plates may extend beyond the sides of bolster as represented by Fig. 10, the vertically placed bolts 27 passing through the center of the sill, this being the usual construction, thereby materially weakening the sill, or instead of the angle piece, may be used the U shaped piece, as represented by Fig. 11. If a particularly strong construction is desired the angle pieces may extend the entire length of the car or sill.

The sills represented are of the usual size and arrangement and may be designated as follows: side sills 28, center sills 29 and intermediate sills 30.

It will be noticed that the lower portion of each angle, is embedded in the sill as a means of resisting the endwise thrust of the angles, to which in use, they are subjected. It will also be noticed that the rivets are provided with countersunk heads wherever desirable or necessary in order to fully permit the attachment to the bolster of the various parts, as shown by the drawings, and also to readily permit the fastening to the bolster the usual and common side bearings and center plate which are not shown.

My car body bolster presents many advantageous features. It is of a strong open truss construction and when the parts composing the bolster and sill plates are riveted together the bolster may be considered and handled as a single piece.

In operation it is designed to successfully resist the injurious strains and shocks to which it is subjected.

What I claim as new, and desire to secure by Letters Patent, is—

1. A car body bolster of truss construction, composed of an upper and a lower member with posts and end blocks between the members, in combination with the angle sill plates, substantially as set forth.

2. A car body bolster comprising an upper and a lower member, to which are fastened the posts and sill plates, said sill plates being constructed, as shown, so as to permit the

use of the horizontally placed bolts 26, substantially as and for the purposes set forth.

3. In a car body bolster the combination of the following elements, all of which are securely riveted together: upper member 20, lower member 21, center posts 22, intermediate posts 23, end blocks 24, and angle pieces or sill plates 25, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

LUTHER K. JEWETT.

Witnesses:

E. FRANK. WOODBURY,
CHARLES L. ELLIES.