

H. PRIES.
TRUCK BOLSTER FOR RAILWAY CARS.
APPLICATION FILED APR. 17, 1909.

944,818.

Patented Dec. 28, 1909.

Fig. 1.

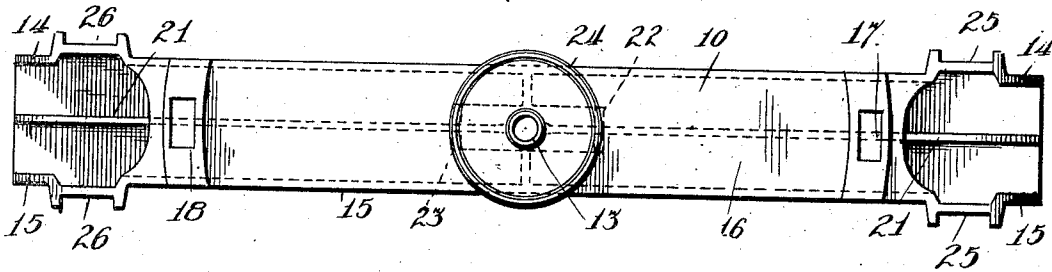


Fig. 2.

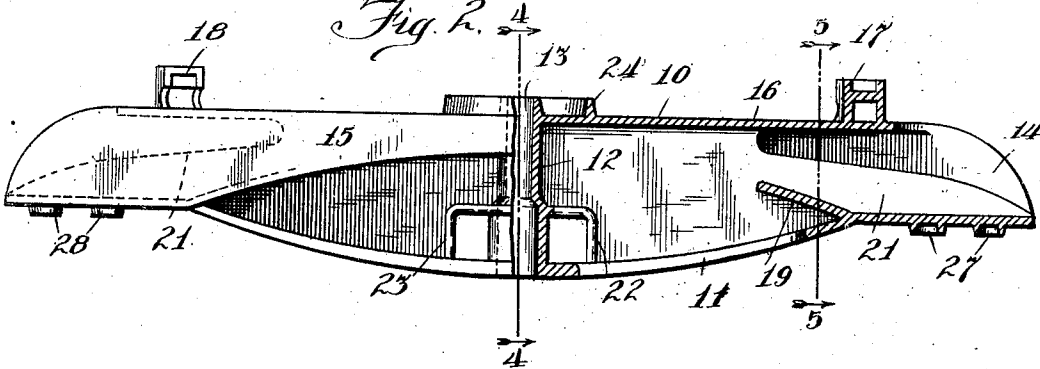


Fig. 3.

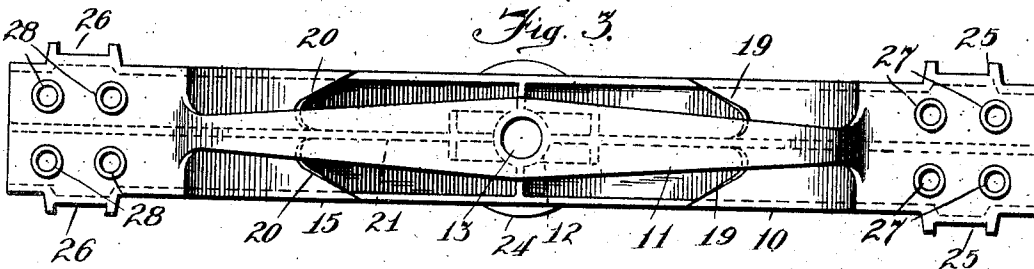


Fig. 4.

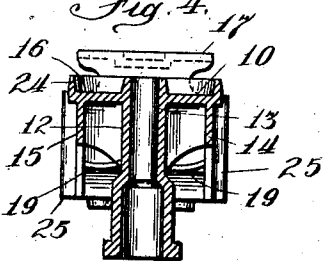
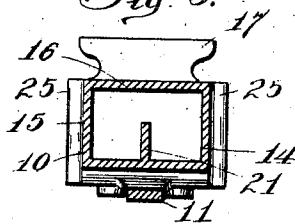


Fig. 5.



Witnesses
Kilton Lenoir
E. M. Klatcher

Inventor
Herman Pries.
By Gillson Gillson
Attorneys.

UNITED STATES PATENT OFFICE.

HERMAN PRIES, OF MICHIGAN CITY, INDIANA.

TRUCK-BOLSTER FOR RAILWAY-CARS.

944,818.

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To all whom it may concern:

Be it known that I, HERMAN PRIES, a citizen of the United States, and resident of Michigan City, county of Laporte, and State of Indiana, have invented certain new and useful Improvements in Truck-Bolsters for Railway-Cars, of which the following is a specification, and which is illustrated in the accompanying drawings, forming a part thereof.

The invention has for its object the strengthening of truck bolsters made of cast metal and it consists in a structure as hereinafter described and illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of the bolster; Fig. 2 is a side elevation of the same, partly in section; Fig. 3 is an inverted plan view; and Figs. 4 and 5 are sectional views on the lines 4—4 and 5—5 respectively of Fig. 2.

The bolster is formed of a single casting and given the form of a truss having an upper or compression member 10 and a lower or tension member 11, the two being united by a strut 12, which also forms a casing surrounding the king bolt aperture 13.

The compression member 10 comprises a pair of side plates 14, 15; a top plate or web 16 which terminates a little beyond the usual side bearings 17, 18; bottom plates 19, 20, which unite the side plates 14, 15, at their outer ends and are merged into the tension member 11. There is also a web 21 rising from the tension member 11 extending to the plate 10, passing through the inner end of the plates 19. If desired this central web may, as shown, terminate at its upper edge back of the side bearings 17,

18, and taper downwardly to the outer end of the bolster.

The tension member 11 is of greater width and thickness at its middle portion than adjacent its ends, and is bowed downwardly. A pair of guide arms 22, 23, rise from the tension member, there being one located at either side of the casing 12, the outer ends of the arms being united with this casing, these arms with the casing and the tension member of the bolster bounding apertures through the center web 21 and serving as a housing and support for the brake rods, not shown.

At 24 is shown the usual center bearing; at 25, 26 the vertical guide ribs adjacent the ends of the bolster for engaging the truck frame pillars; and at 27, 28, spring seats.

I claim as my invention:

A single piece railway car truck bolster comprising, in combination, a compression member having a top plate, side plates arching upwardly and bottom plates uniting the side plates adjacent their outer ends and being provided with spring seats; a tension member uniting the bottom plates and bowing downward; and a central vertical web uniting the tension member and top plate and having brake rod openings bordered by lateral flanges.

In witness whereof, I hereunto subscribe my name, this 10th day of April, 1909.

HERMAN PRIES.

Witnesses:

JNO. W. CARLSON,
WILLIAM R. R. LUGG.