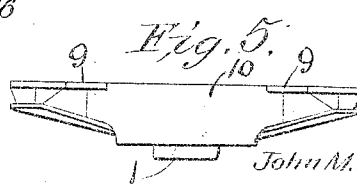
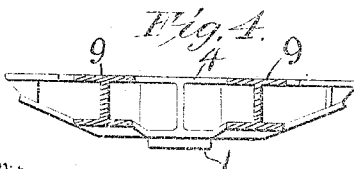
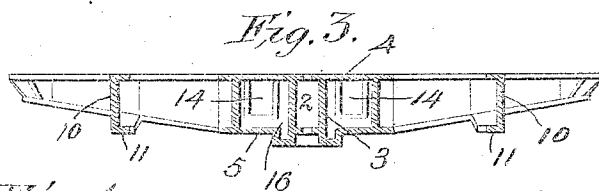
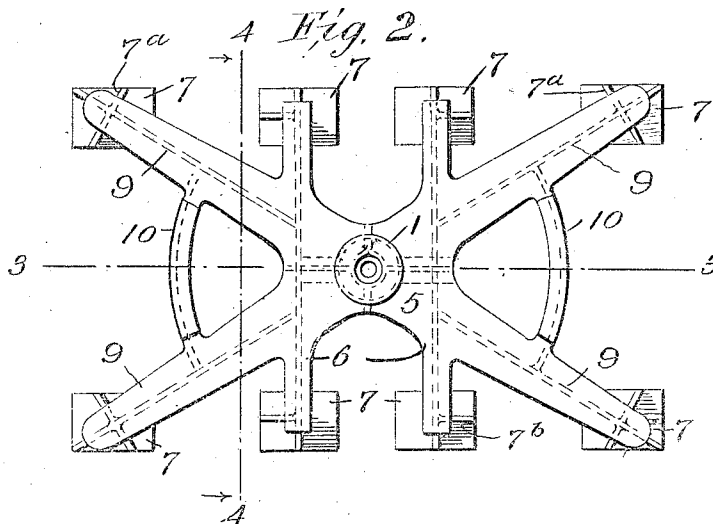
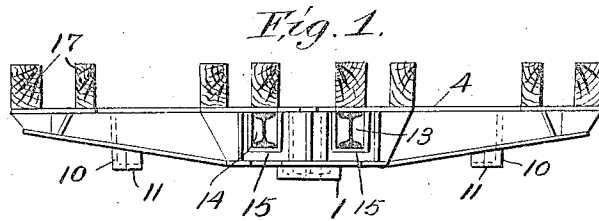


J. M. ROHLFING.
BOLSTER.
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965,943.

Patented Aug. 2, 1910.



Witnesses
C. H. Fisher
E. M. Kitchen

Inventor
John M. Rohlfing
By J. H. Fisher

Attorney

UNITED STATES PATENT OFFICE.

JOHN M. ROHLFING, OF ST. LOUIS, MISSOURI, ASSIGNOR TO AMERICAN CAR AND
FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

BOLSTER.

965,943.

Specification of Letters Patent.

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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 comprising longitudinal wood sills with my improved bolster. Fig. 2 is an inverted plan view of the bolster. Fig. 3 is a sectional view of the bolster, the section being taken on line 3—3 of Fig. 2. Fig. 4 is a sectional view of the bolster, the section being taken on line 4—4 of Fig. 2. Fig. 5 is an elevational view looking at the bolster as from the side of the car.

The object of the invention is to provide a cast bolster comprising an integral structure with parallel sill supporting members provided with sill seats combined with diagonally disposed supporting members which are also provided with sill seats and side bearings which extend between said diagonally disposed supporting members, the bolster body being also provided with openings through which may be projected metal draft sills which extend in a lower plane than the wood longitudinals.

Referring to the parts, 1 is the center bearing with a center pin socket 2 extending vertically through the body portion of the bolster, as best shown in the sectional view figure 3, side walls 3 for said socket extending from the center bearing 1 to the top flange 4 of the bolster, which flange is of considerable area and is duplicated on the under side of the bolster, as shown in the inverted view Fig. 2, the lower flange being indicated by the reference numeral 5.

Extending longitudinally of the underframe are parallel ribs or arms 6 shown in dotted lines in Fig. 2, there being sill seats 7 formed on the ends of said members 6,

said sill seats forming extensions of the upper flange 4 of the bolster and being in substantially the plane thereof.

Extending obliquely outwardly from the members 6 are arms 9, shown in dotted lines in said Fig. 2, and these arms 9 are likewise provided with sill seats 7, which are practically continuations of the said upper flange 4.

Arranged in the arc of a circle struck from the center bearing are side bearings 10 which serve as connectors for the obliquely disposed arms 9, said side bearings being provided with bottom flanges 11 which extend to a plane somewhat below the bottom flange 5 of the bolster structure for well understood purposes.

The sill seats 7 are provided with reinforcing ribs 7^a which intersect the arms 9 extending under said sill seats and with flanges 7^b which extend at substantially right angles from the arms 6 before referred to.

The draft sills 13 shown in Fig. 1 extend through the openings 14 at each side of the center pin socket and said draft sills may be formed of any desired shape and connected to the bolster if desired, either by riveting to the top flange 4 or to the perimetrical flanges 15, and for that purpose flanges 15 may be caused to extend to any desired extent beyond the centrally disposed webs 16 of the bolster either forwardly or rearwardly thereof, or both forwardly and rearwardly, as may be desired.

The flanges 4—5 are considerably wider than the arms 6—9 and the upper flange 4 forms in effect a platform upon which rest the wood longitudinals 17.

What I claim is:

1. In a cast bolster, diagonally disposed members with sill seats, side bearings between said diagonally disposed members, and parallel sill supporting members extending laterally from the diagonal members.

2. In a bolster, an integral casting, comprising sill seats, supporting arms therefor adapted to extend obliquely of a car, other supporting arms therefor adapted to extend longitudinally of the car and projecting laterally from intermediate portions of the oblique arms, and side bearings connecting said obliquely extended arms.

3. In a bolster, an integral casting comprising a center bearing, arms radiating

therefrom and adapted to be disposed obliquely to the longitudinal axis of a car, parallel arms spaced on opposite sides of the center bearing and extending from the edges of the oblique arms intermediate their length and disposed parallel to said axis, and sill seats sustained by all of said arms.

4. In a bolster, an integral casting comprising relatively vertical ribs with top and bottom flanges, some of said ribs being parallel and some of said ribs extending obliquely outward from and beyond said parallel ribs, side bearings between said oblique ribs and connected thereto outside the parallel ribs, and a center bearing between said parallel ribs.

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

JOHN M. ROHLFING.

Witnesses:

HERBERT W. WOLFF,
G. P. RUNDLE.