

C. A. LINDSTRÖM.
BODY BOLSTER.

APPLICATION FILED JAN. 13, 1905.

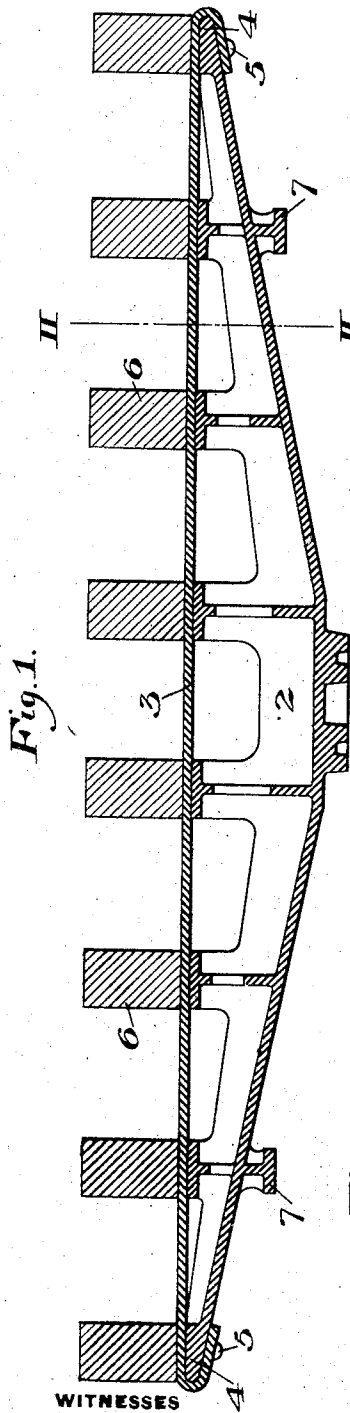


Fig. 4.

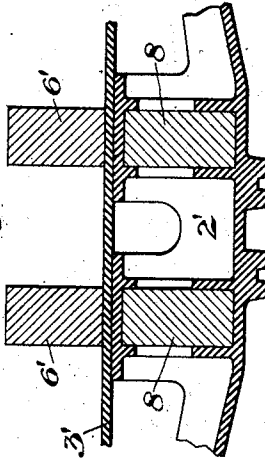


Fig. 2.

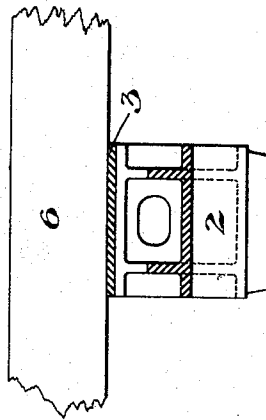
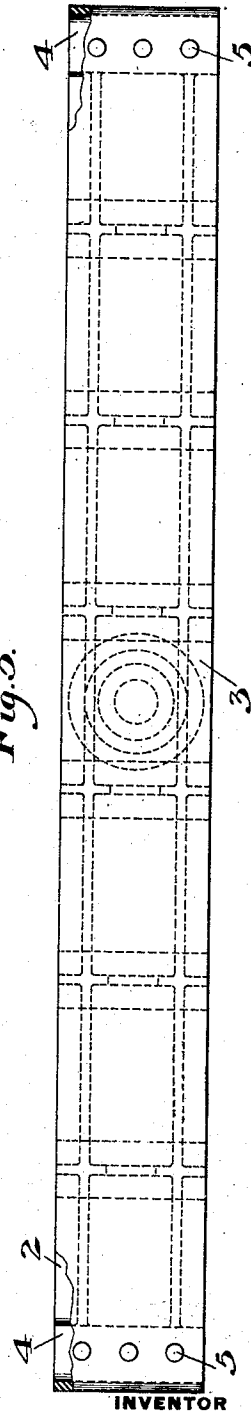


Fig. 3.



WITNESSES
Warren W. Swartz
St. M. Corwin

INVENTOR
Charles A. Lindström
by Perkins & Byrnes
his attys

UNITED STATES PATENT OFFICE.

CHARLES A. LINDSTRÖM, OF ALLEGHENY, PENNSYLVANIA, ASSIGNOR
TO PRESSED STEEL CAR COMPANY, OF PITTSBURG, PENNSYLVANIA,
A CORPORATION OF NEW JERSEY.

BODY-BOLSTER.

No. 834,311.

Specification of Letters Patent.

Patented Oct. 30, 1906.

Application filed January 13, 1905. Serial No. 240,909.

To all whom it may concern:

Be it known that I, CHARLES A. LINDSTRÖM, of Allegheny, Allegheny county, Pennsylvania, have invented a new and useful Body-Bolster, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation, partly in section, of my improved bolster. Fig. 2 is a cross-section on the line II II of Fig. 1. Fig. 3 is a top plan view, and Fig. 4 is a partial sectional elevation showing a modified form.

My invention relates to the class of body-bolsters for cars, and is designed to provide a cast compression member and a wrought tension member, both of said members being below the longitudinal car-sills.

In the drawings, referring to the form of Figs. 1 to 3, inclusive, 2 represents the compression member, which is cast, preferably, in substantially U-shaped cellular form and tapered from its center toward the ends. 3 is the horizontal tension member, having its ends bent around the thickened web portions 4 of the compression member and secured by rivets 5. The tension member 3 extends below the longitudinal car-sills, which in this form are shown at 6, the side bearings being shown at 7.

In Fig. 4 I show the compression member as cast with openings or holes to receive the draft-sills, (shown at 8,) these draft-sills extending through the compression member.

The advantages of my invention result from using a cast compression member and a wrought tension member, both of which are below the longitudinal sill of the car. A simple, strong, and effective structure is thus provided which does not interfere with the framing.

I claim—

1. A body-bolster, comprising a cast compression member cast in cellular form and formed with intermediate supports for a tension member, and a horizontal tension member having its end portions bent around and secured to the end portions of the compression member; substantially as described.

2. A body-bolster comprising a cast compression member, cast in cellular form, with a plurality of horizontal supports for a tension member, and having its lower surface inclined upwardly and outwardly from the center, and a horizontal tension member resting upon said supports and secured to the compression member at its ends; substantially as described.

3. A body-bolster arranged below the car-sill, said bolster being cast in cellular form in cross-section with a plurality of upwardly-extending intermediate supports for a tension member, and having holes to receive draft-sills; substantially as described.

4. A body-bolster having a cast compression member of substantially U-shaped cross-section provided with intermediate supports, and a wrought tension member secured to the compression member and resting upon said supports; substantially as described.

5. A body-bolster having a cast compression member of substantially U-shaped cross-section provided with intermediate flanged supports, and a wrought tension member secured to the compression member and resting upon said supports; substantially as described.

In testimony whereof I have hereunto set my hand.

CHARLES A. LINDSTRÖM.

Witnesses:

K. L. ROBINSON,
H. B. FISHER.