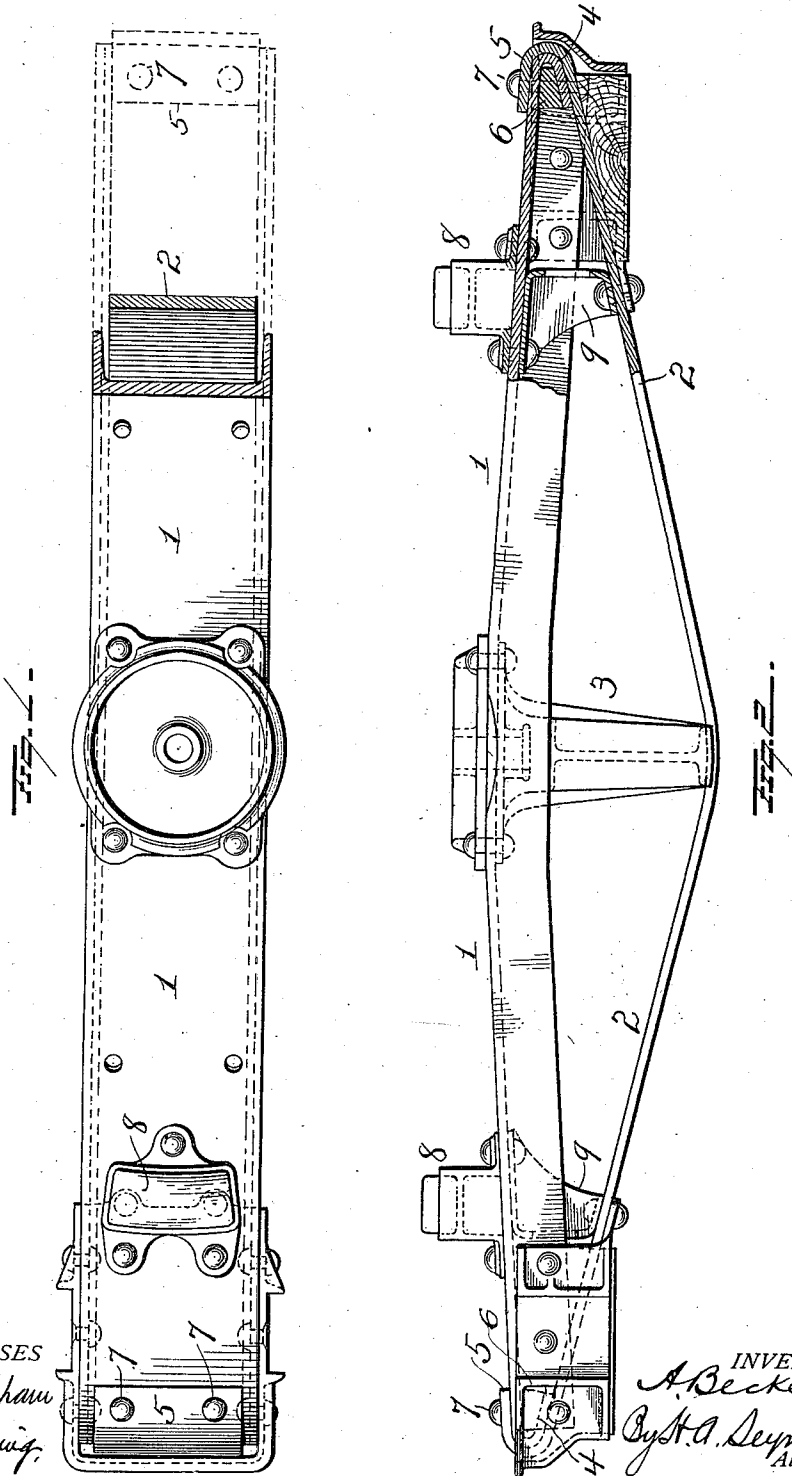


A. BECKER.
TRUCK BOLSTER.

APPLICATION FILED JUNE 29, 1911.

1,011,310.

Patented Dec. 12, 1911.



WITNESSES
E. Nottingham
G. J. Downing

INVENTOR
A. Becker
By *H. A. Seymour*
Attorneys

UNITED STATES PATENT OFFICE.

ANTON BECKER, OF COLUMBUS, OHIO, ASSIGNOR TO THE RALSTON STEEL CAR COMPANY, OF COLUMBUS, OHIO.

TRUCK-BOLSTER.

1,011,310.

Specification of Letters Patent.

Patented Dec. 12, 1911.

Application filed June 29, 1911. Serial No. 636,107.

To all whom it may concern:

Be it known that I, ANTON BECKER, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Truck-Bolsters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in truck bolsters for railway cars and it consists in certain novel features of construction and combinations of parts as hereinafter set forth and pointed out in the claim.

In the accompanying drawings; Figure 1 is a plan view, partly in section, of a truck bolster embodying my improvements, and Fig. 2, is a side elevation partly in section.

1—2 represent the compression and tension members respectively of the bolster and 3 the king-bolt post.

The compression member consists of a channel beam which passes over the king-bolt post 3, while the tension member, which passes under the king-bolt post may consist of a beam without flanges. The compression and tension members are brought together at respective ends of the bolster and in order that substantial connections for these members at the ends of the bolster, shall be effected, the construction now to be explained will be employed. At the extreme ends of the upper or compression member, the flanges thereof will be removed for a sufficient distance to form a projecting tongue which is bent downwardly and inwardly as shown at 4,—the portion 4 being thus disposed at an acute angle to the top portion of the compression member and affording a rounded end for the latter,—which rounded end is embraced by the upwardly and inwardly turned end 5 of the tension member 2. Thus it will be seen that the ends of the compression member are bent downwardly partially upon themselves and that the ends of the tension member are bent or curved

upwardly so as to embrace the bent ends of the compression member.

A wedge shaped filler block 6 is located in the angle formed by the bent or folded end of the compression member and constitutes a distance piece. At each end of the bolster, bolts 7 pass through the four thicknesses of metal afforded by the bent over ends of the compression and tension members and also through the filler or distance block 6. The ends of the compression and tension members of the bolster are thus rigidly and securely interlocked and solidly fastened together so as to be fully capable of sustaining all strains to which they may be subjected.

In order to effectually brace the respective members of the bolster adjacent to the side bearings 8, flanged or ribbed brackets 9 are located between the compression and tension members directly under the said side bearings 8 and firmly bolted or riveted to said members.

Having fully described my invention what I claim as new and desire to secure by Letters-Patent, is,—

A truck-bolster comprising compression and tension members the ends of the compression member being curved downwardly and inwardly, and the ends of the tension member being curved upwardly and inwardly and snugly embracing the curved ends of the compression member, a filler block inserted within the curved ends of the compression member, and rivets passing through the filler block, and through the compression and tension members both above and below the filler block, substantially as set forth.

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

ANTON BECKER.

Witnesses:

ALICE M. WILLIAMS,

FRANK A. LIVINGSTON.