F. L. BARBER & E. W. WEBB.

TRUCK BOLSTER.

APPLICATION FILED OCT. 3, 1914.

1,126,936. Patented Feb. 2, 1915.

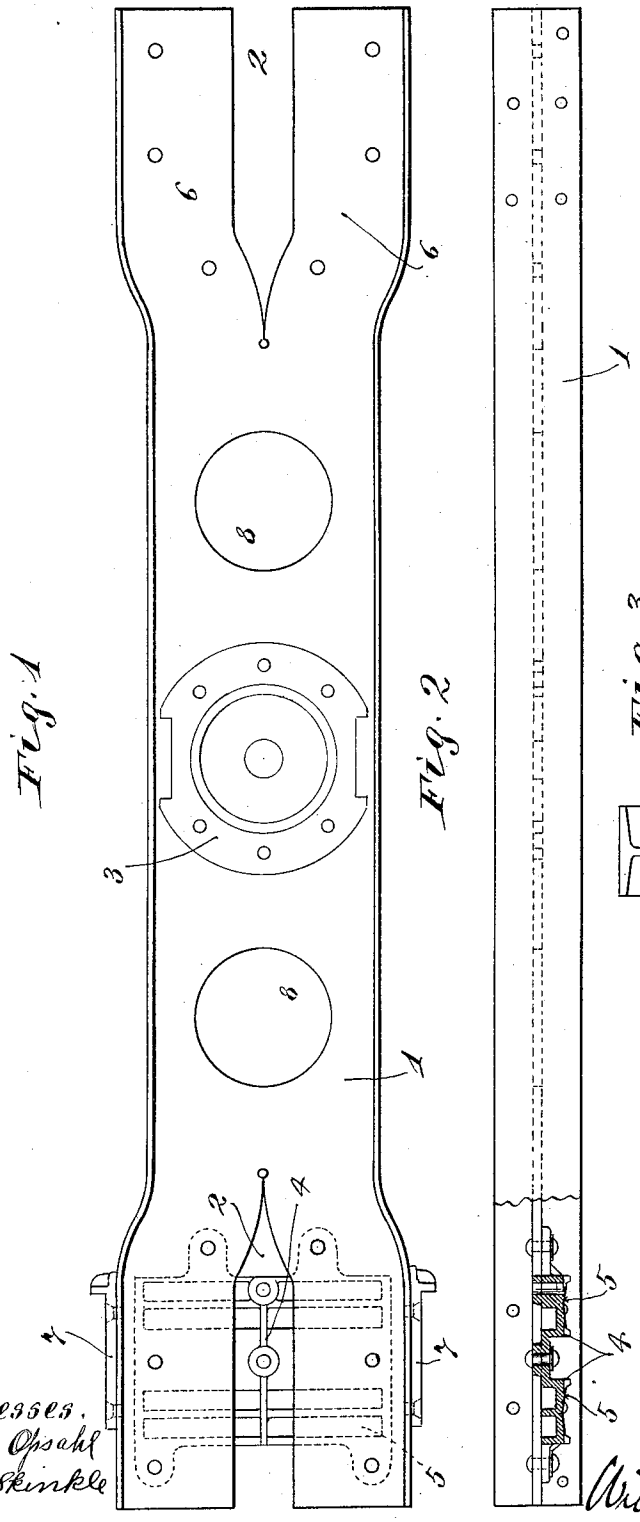

Fig. 1

Fig. 2

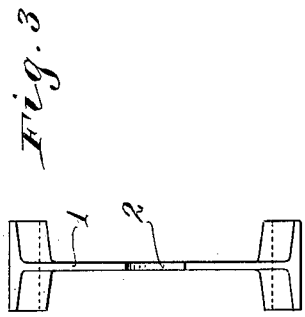

Fig. 3

Witnesses,
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UNITED STATES PATENT OFFICE.

FRANKLIN L. BARBER AND EDWIN W. WEBB, OF CHICAGO, ILLINOIS, ASSIGNORS TO STANDARD CAR TRUCK COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF NEW JERSEY.

TRUCK-BOLSTER.

1,126,936. Specification of Letters Patent. Patented Feb. 2, 1915.

Application filed October 3, 1914. Serial No. 864,783.

To all whom it may concern:

Be it known that we, FRANKLIN L. BARBER and EDWIN W. WEBB, citizens of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Truck-Bolsters; and we 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.

Our invention relates to car trucks and has for its object to provide an improved truck bolster adapted for use in connection with lateral motion roller bearings, or with combined radial and lateral motion bearing devices.

In trucks of the type wherein combined lateral and radial motion roller bearing devices are applied to or in connection with the truck bolster, it is found that the width of the bolster between columns must be greater than the width required in the body of the bolster. For example, in a truck of the type disclosed in the John C. Barber Patent 1,014,362, of date, January 9, 1912, a bolster constructed from a commercial fifteen inch I-beam will be strong enough to carry and propel the truck, but its width, however, is not great enough to provide for the roller bearing devices on the ends thereof, without cutting the flanges of said I-beam.

Our invention is directed particularly to means whereby commercial I-beams or similar rolled steel forms may be caused to meet the above requirements, without using an unnecessarily large beam. This we accomplish simply by splitting the ends of the beam and spreading the same so that the desired width is obtained at the ends thereof.

In the accompanying drawings which illustrate the invention, like characters indicate like parts throughout the several views.

Referring to the drawings: Figure 1 is a plan view showing a truck bolster designed in accordance with our invention; Fig. 2 is a side elevation of the bolster with some parts sectioned; and Fig. 3 is an end elevation of the I-beam with roller bearing device removed therefrom.

The numeral 1 indicates the rolled steel I-beam from which the bolster is formed. At its ends, it is split at 2 and its split ends are spread so that the width of the ends of the bolster are materially increased, all as is clearly shown in Fig. 1.

The numeral 3 indicates a center bearing casting or hub riveted, or otherwise rigidly secured to the central portion of the beam.

The numeral 4 indicates the cap or upper bearing member of a lateral motion roller bearing device. This roller cap is preferably of cast steel, is riveted to the expanded or spread ends of the bolster forming beam 1, and is provided on its under side with diverging roller engaging surfaces or seats 5. The said roller bearing 5 is shown at the left in Figs. 1 and 2.

In the construction illustrated, the said lateral motion roller bearing plate 4 is applied on the underside of the bolster, and the radial motion bearing plates 6 are applied on the upper surfaces of the ends of the bolster. The said radial motion bearing plate 6, on the left hand end of the bolster is removed, but is clearly shown as applied to the right hand end thereof in Fig. 1. It would seem that both the upper and lower roller bearing devices span the gap 2 formed by spreading the ends of the bolster, and hence, make the bolster very strong at its ends. Also, it will be noted that the said upper and lower roller bearing plates or members are set onto the web of the beam between the flanges thereof, and that the flanges of the beam are not cut away, but on the contrary, are left full, so that they afford proper supports for short upright chafing plates 7 that are riveted thereto. The numeral 8 indicates holes cut in the web of the bolster forming I-beam, at points where they are subject to the least strain. So far as this in-

vention is concerned, however, it is immaterial whether or not perforations 8 are provided.

What I claim is:

A truck bolster constructed from a flanged commercial beam having its ends split and spread, and provided with roller bearing members rigidly secured to the separate web portions of the said beam and spanning the gap between the split ends thereof, the said bearing members being wider than the normal main body portion of said beam.

In testimony whereof we affix our signatures in presence of two witnesses.

FRANKLIN L. BARBER.
EDWIN W. WEBB.

Witnesses:
MABEL G. LAW,
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