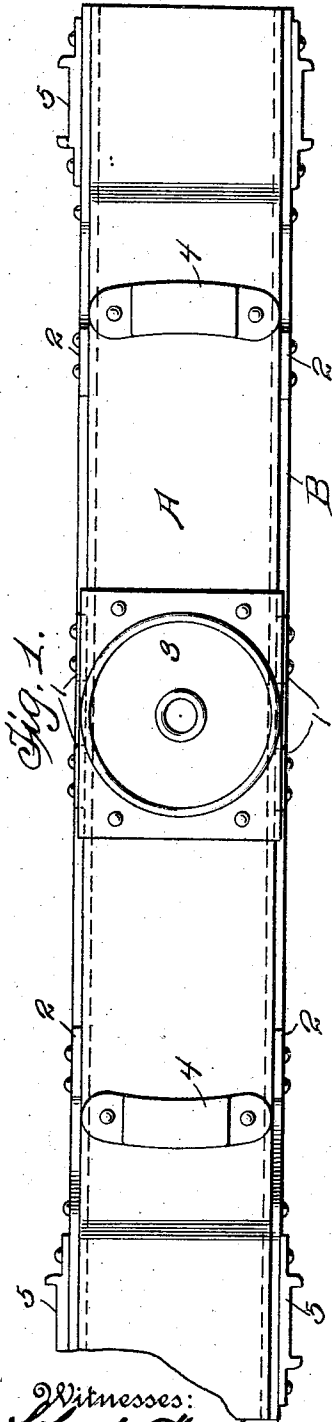


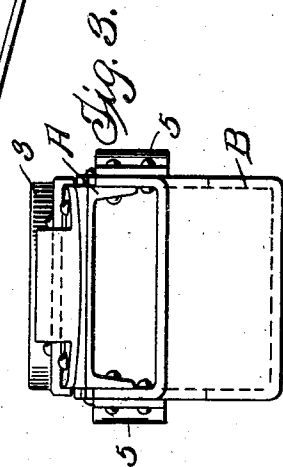
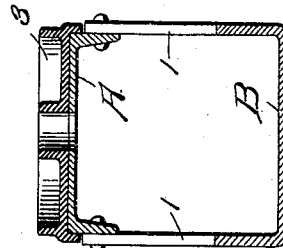
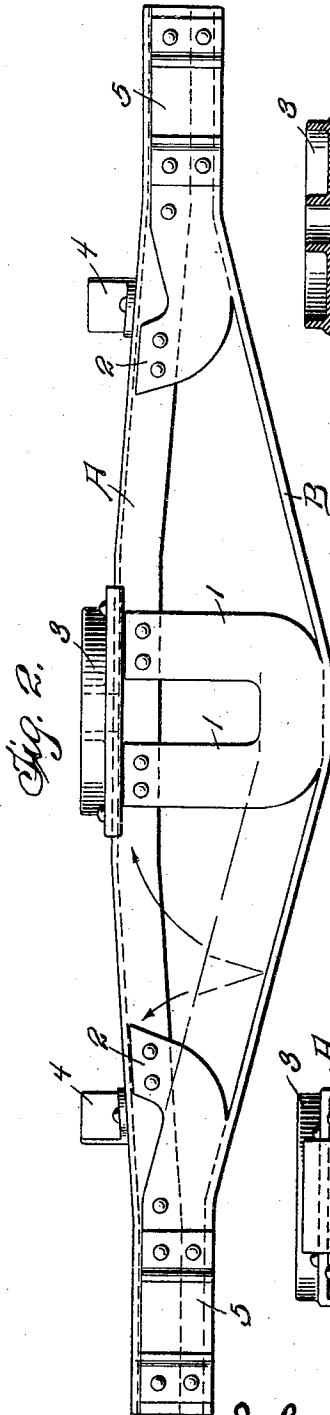
J. M. ROHLFING.
BOLSTER.
APPLICATION FILED MAY 24, 1910.

965,228.

Patented July 26, 1910.



Witnesses:
L. Sanford Hander
Edgar M. Kitchen



Inventor
John M. Rohlfing
By his Attorney
J. H. Gibbs

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.

965,228.

Specification of Letters Patent.

Patented July 26, 1910.

Application filed May 24, 1910. Serial No. 563,212.

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 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 a top plan view of a bolster embodying the features of the present invention. Fig. 2 is a view in side elevation thereof. Fig. 3 is an end view of the same. Fig. 4 is a transverse, vertical central section therethrough.

Referring to the details, A and B are upper and lower channels respectively connected together at their ends by rivets passed through the lapping flanges of the channels, the two channels opening toward each other and the flanges of the lower channels being preferably relatively wider than the flanges of the upper channel. Lower channel B is depressed intermediate its length so as to be spread from the upper channel, and, to increase the spacing of the channels at the central point, the upper channel may be bent upwardly intermediate its length. The flanges of the lower channel are severed transversely intermediate the center and ends and split from the web of the channel longitudinally thereof, and the intermediate portions are bent edgewise upwardly forming the central struts 1, 1, riveted at their upper ends to the flanges of the channel A, the outer portions of the flanges being also split from the web of channel B a relatively short distance longitudinally thereof and bent edgewise upwardly and having their upper ends riveted to the flanges of the channel A and forming auxiliary or intermediate struts 2, 2.

When utilized as a truck bolster the structure is provided with a center bearing 3 mounted on channel A and with side bearings 4, 4, also mounted thereon, and is also provided with the usual bolster guide

flanges 5, 5, fixed to the ends of the flanges of member B. Obviously, for other forms of bolster other detail attachments will be provided as found necessary or desirable.

It is to be noted, as among the advantages gained by the present improvement, is the avoiding of the use of separate central struts and end castings ordinarily employed for connecting the stress members of a bolster, and at the same time the conventional trussed type of bolster may be produced which unites lightness in weight, strength and simplicity in construction with a relatively few parts.

What I claim is:—

1. In a bolster, the combination of upper and lower channels, a flange of one being formed into a strut connecting the channels.

2. In a bolster, the combination of upper and lower channels, the flanges of one of the channels being formed into struts connecting the channels.

3. In a bolster, the combination of upper and lower channels, a flange of one being formed into a central strut connecting the channels.

4. In a bolster, the combination of upper and lower channels, the flanges of one of the channels being formed into central struts connecting the channels.

5. In a bolster, the combination of upper and lower channels, a flange of one being formed into central struts connecting the channels.

6. In a bolster, the combination of flanged stress members, a flange of one of said members being formed into a strut connecting the members.

7. In a bolster, the combination of flanged stress members, a portion of the flange of one of said members being split longitudinally and bent edgewise and forming a strut connected to the other member.

8. In a bolster, the combination of flanged stress members, a flange of one of the members being severed at points intermediate the center and ends and split from the said member longitudinally for a distance at each side of the center, both of the split portions being bent edgewise into struts connected to the other stress member.

9. In a bolster, the combination of flanged stress members, a flange of one of the members being severed at points intermediate the center and ends and split longitudinally

at both sides of the center from the points of severance toward the center, and both severed portions of the flange being bent edgewise toward the center and forming struts extending to the other stress member.

10 In a bolster, the combination of flanged stress members, a flange of one of the members being severed at points intermediate the center and ends and being split from the stress member longitudinally in a direction from the points of severance toward the respective ends and bent into intermediate struts extending to the other stress member.

15 In a bolster, the combination of flanged stress members, a flange of one of the members being severed at points intermediate the center and ends and being split from the stress member longitudinally in a direction from the points of severance toward the respective ends and bent edgewise into intermediate struts extending to the other stress member.

25 In a bolster, the combination of flanged stress members, a flange of one of the members being severed intermediate its length and split from the respective stress member longitudinally thereof and bent toward the other stress member for forming a strut.

30 In a bolster, the combination of flanged stress members, a flange of one of the stress

members being split longitudinally from the respective stress member and bent toward the other stress member for forming a strut.

14. In a bolster, the combination of channel stress members, a flange of one of the channels being severed and split from the web longitudinally thereof and bent toward the other channel for forming a strut.

15. In a bolster, the combination of channel stress members, the flanges of one of the stress members being severed and split from the web longitudinally thereof and bent toward the other channel for forming struts.

16. In a bolster, the combination of channel stress members, the flanges of one of the stress members being severed and split from the web longitudinally thereof and bent edgewise toward the other channel for forming struts.

17. In a bolster, the combination of channel stress members, the flanges of one of said members being split from the web thereof and bent toward the other stress member for forming a strut.

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

JOHN M. ROHLFING.

Witnesses:

CHARLOTTE MITZE,
OSCAR HOCHBERG.