

No. 696,511.

Patented Apr. 1, 1902.

O. M. STIMSON.
TRUCK BOLSTER FOR RAILWAY CARS.

(Application filed Sept. 1, 1900. Renewed Dec. 21, 1901.)

(No Model.)

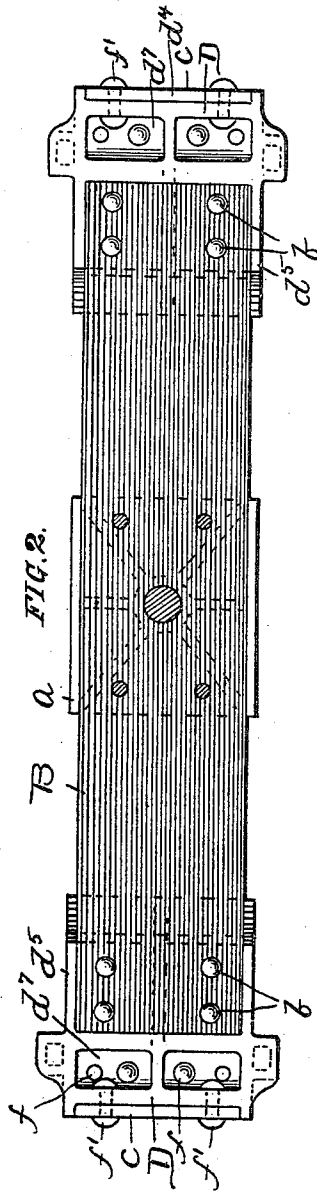
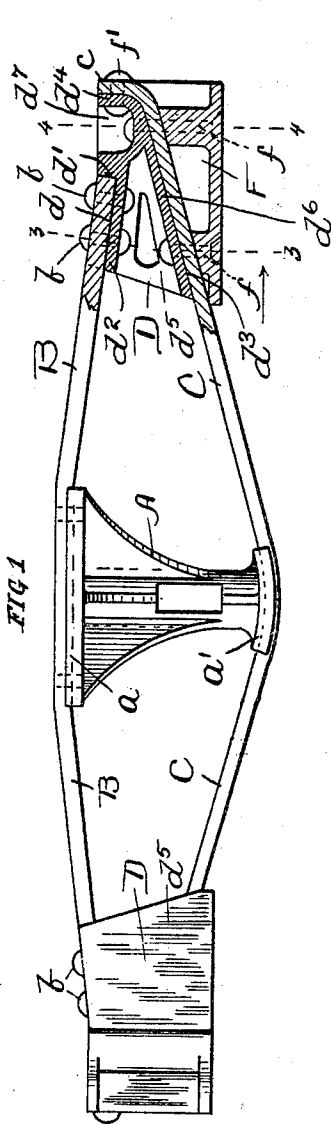


FIG. 4.

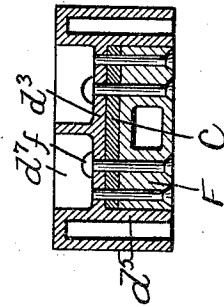
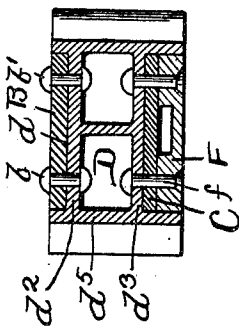


FIG. 3.



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OSCAR M. STIMSON, OF CHICAGO, ILLINOIS.

TRUCK-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 696,511, dated April 1, 1902.

Application filed September 1, 1900. Renewed December 21, 1901. Serial No. 86,834. (No model.)

To all whom it may concern:

Be it known that I, OSCAR M. STIMSON, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Truck-Bolsters for Railway-Cars, of which the following is a specification.

My invention relates to car-truck bolsters.

The object of my invention is to provide a car-truck bolster of a simple and economical construction and having great strength and rigidity for the amount or weight of metal employed.

My invention consists in the combination, with a bolster-center of cast-steel or other metal, of an upper compression plate, bar, or member of rolled steel or wrought metal and a lower tension plate, bar, or member of rolled steel or wrought metal provided at each end with an integral bend or flange to form an abutting shoulder and connecting blocks or castings at each end of the bolster furnished with a recess to receive and a shoulder for the end of the upper compression member to abut against, and against which the bent end or flange of the lower tension member likewise bears, and bolts or rivets connecting said parts.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation, partly in vertical section, of a truck-bolster embodying my invention. Fig. 2 is a plan view, and Figs. 3 and 4 are cross-sections on lines 3-3 and 4-4, respectively, of Fig. 1.

In said drawings, A represents the center block or casting of the bolster, through which the king-bolt passes, the same having flanged seats a a' to receive the upper and lower rolled steel plates or bars B and C of the bolster.

D is the connecting or abutment block at the ends of the bolster. This block is furnished with a recess d , having a shoulder d' for the end of the upper compression member, plate, or bar B to abut against, said end being secured to the connecting-block by bolts or rivets b , which pass through the upper web or flange d^2 of the casting D. The casting D also has a recess d^3 to receive the end of the lower tension member or bar C and

a shoulder or flange d^4 for the bent end or flange c of the bar C to bear against. The side flanges or webs d^5 of the block D are made deep or wide enough to span the space between the bars B and C, and the base blocks or castings F fit between the same, so that the end of the tension-bar C is clamped between the blocks D and F by the connecting bolts or rivets f , which pass through the lower web d^6 of the block D, the bar C, and the base-block F. The end abutment or connecting block D is further provided with a recess or chamber d^7 to permit the rivets f' to be inserted horizontally through the bent end or flange c of the bar C and the block D and also to receive or countersink the heads of the rivets or bolts f , which are inserted at this point. As the castings or blocks D F securely clamp the ends of the tension-bar C between them and as the bent end c of the tension member abuts against a corresponding shoulder on the block D the rivets are largely relieved from shearing strain.

The rolled-steel or wrought-metal compression members B C are preferably plain or flat bars in cross-section, although they may be of any desired cross-section.

I claim—

1. The truck-bolster for railway-cars comprising in combination a center block or casting A, an upper compression member or bar B, a lower tension member or bar C having a bend or flange c at each end, and a connecting or abutment block D having an upper web d^2 with a recess d therein and shoulder d' for the end of said bar B to abut against, and furnished with a lower web d^6 having a recess d^3 and shoulder d^4 for the bent end or flange c of the lower tension member or bar C to bear against, and a base block or casting F, between which and the connecting-block D said lower bar C is clamped, and connecting bolts or rivets, substantially as specified.

2. The truck-bolster for railway-cars comprising in combination a center block or casting A, an upper compression member or bar B, a lower tension member or bar C having a bend or flange c at each end, and a connecting or abutment block D having a recess d and shoulder d' for the end of said bar B to abut against, and furnished with a recess d^3 and

shoulder d^4 for the bent end or flange c of the lower tension member or bar C to bear against, and a base block or casting F between which and the connecting-block D said lower bar C is clamped, and connecting bolts or rivets, said block D having a recess d^7 to permit rivets to be inserted horizontally through the bend or flange c of the bar C, substantially as specified.

3. The truck-bolster for railway-cars comprising in combination a center block or casting A, an upper compression member or bar B, a lower tension member or bar C having a bend or flange c at each end, and a connecting or abutment block D having an upper web d^2 with recess d therein and shoulder d' for the end of said bar B to abut against, and rivets passing through said web d^2 and bar B, and said block D being furnished with lower web d^6 having a recess d^3 and shoulder d^4 for the bent end or flange c of the lower tension

member or bar C to bear against, substantially as specified.

4. The truck-bolster for railway-cars comprising in combination a center block or casting A, an upper compression member or bar B, a lower tension member or bar C having a bend or flange c at each end, and a connecting or abutment block D having recess d and shoulder d' for the end of said bar B to abut against, and furnished with a recess d^3 and shoulder d^4 for the bent end or flange c of the lower tension member or bar C to bear against, said block D having an upper web d^2 through which the rivets pass to secure the bar B thereto, and a lower web d^6 through which rivets pass to secure the bar C thereto, substantially as specified.

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Witnesses:

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