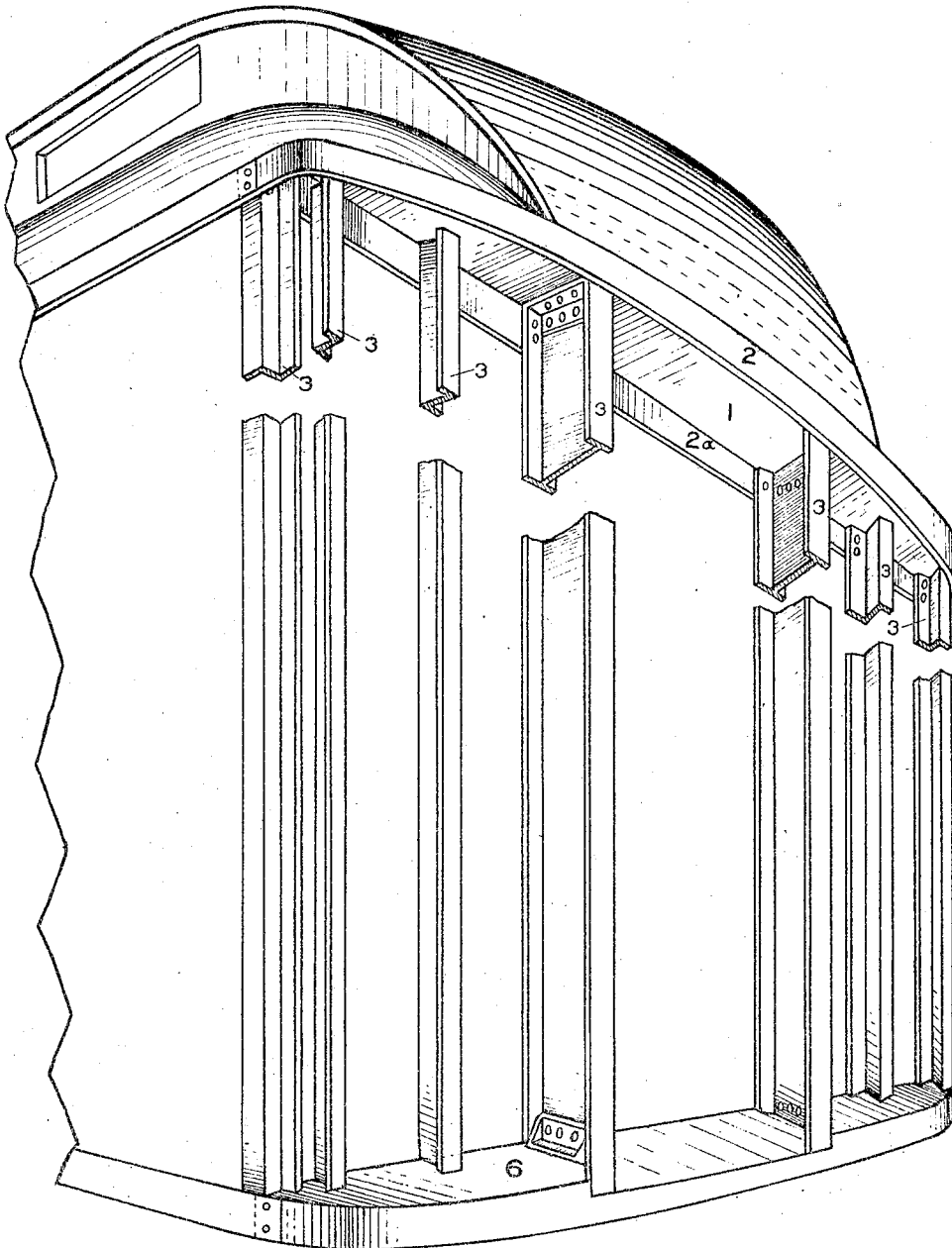


H. R. ROCHESTER.
END PLATE FOR RAILWAY CARS.
APPLICATION FILED FEB. 3, 1912.

1,063,600.

Patented June 3, 1913.



Attest.

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UNITED STATES PATENT OFFICE.

HARRY R. ROCHESTER, OF DAYTON, OHIO, ASSIGNOR TO THE BARNEY AND SMITH CAR COMPANY, OF DAYTON, OHIO, A CORPORATION OF WEST VIRGINIA.

END PLATE FOR RAILWAY-CARS.

1,063,600.

Specification of Letters Patent.

Patented June 3, 1913.

Application filed February 3, 1912. Serial No. 675,153.

To all whom it may concern:

Be it known that I, HARRY R. ROCHESTER, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in End Plates for Railway-Cars, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to end plates for railway cars and is designed more particularly for use with steel cars of the type known as "stub end" passenger cars.

The object of the invention is to provide an end plate of a character that will not only provide a strong and rigid means of fastening the end posts but will also materially strengthen and reinforce the ends of the car.

The accompanying drawing is a perspective view of one end of the frame of a "stub-end" passenger car of steel construction.

In this drawing I have illustrated one embodiment of my invention and have shown it applied to a stub-end passenger car of ordinary construction. As here shown an end plate is employed, at or near the top of the frame, and it comprises a body portion 1 which is substantially flat and has its inner edge substantially straight and its opposite or outer edge curved to give the body portion of the plate a substantially semi-elliptical shape. Obviously, the degree of curvature of the outer edge of the plate may be varied. Flanges, 2, 2^a, depend from the body portion of the plate and are arranged at substantially right angles to the plane of said body portion and extend completely about the edges of said body portion. The structure as a whole is pressed from a single piece of sheet metal and is thus formed without a joint either between the body portion and the flanges or in the flanges themselves. By reason of the character of this construction, as well as by reason of the one piece

formation thereof, the end plate has great strength when secured in position in the frame of the car and not only forms a strong, rigid means for fastening the end posts 3 but also serves to materially reinforce and strengthen the ends of the car. The end posts 3 are here shown as of ordinary construction and as secured to the end plate 1, and the end sill 6 in a well known manner. It will be obvious, however, that the character of the posts and the manner of securing them in position may be varied as this forms no part of the present invention.

I wish it to be understood that I do not desire to be limited to the details of construction shown and described, for obvious modifications will occur to a person skilled in the art.

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

1. A one piece end plate for railway cars comprising a body portion having one edge straight and the opposite edge curved, and depending flanges completely surrounding said body portion for receiving the upper ends of the car posts.

2. An end plate for railway cars comprising a flat body portion having one edge straight and the opposite edge curved to give said body portion a substantially semi-elliptical shape, and flanges arranged at right angles to the plane of said body portion and extending completely about the same for receiving the upper ends of the car posts, the entire plate being pressed from a single piece of metal.

In testimony whereof, I affix my signature in presence of two witnesses.

HARRY R. ROCHESTER.

Witnesses:

H. D. HENDRICK,
T. H. BARLOW.