

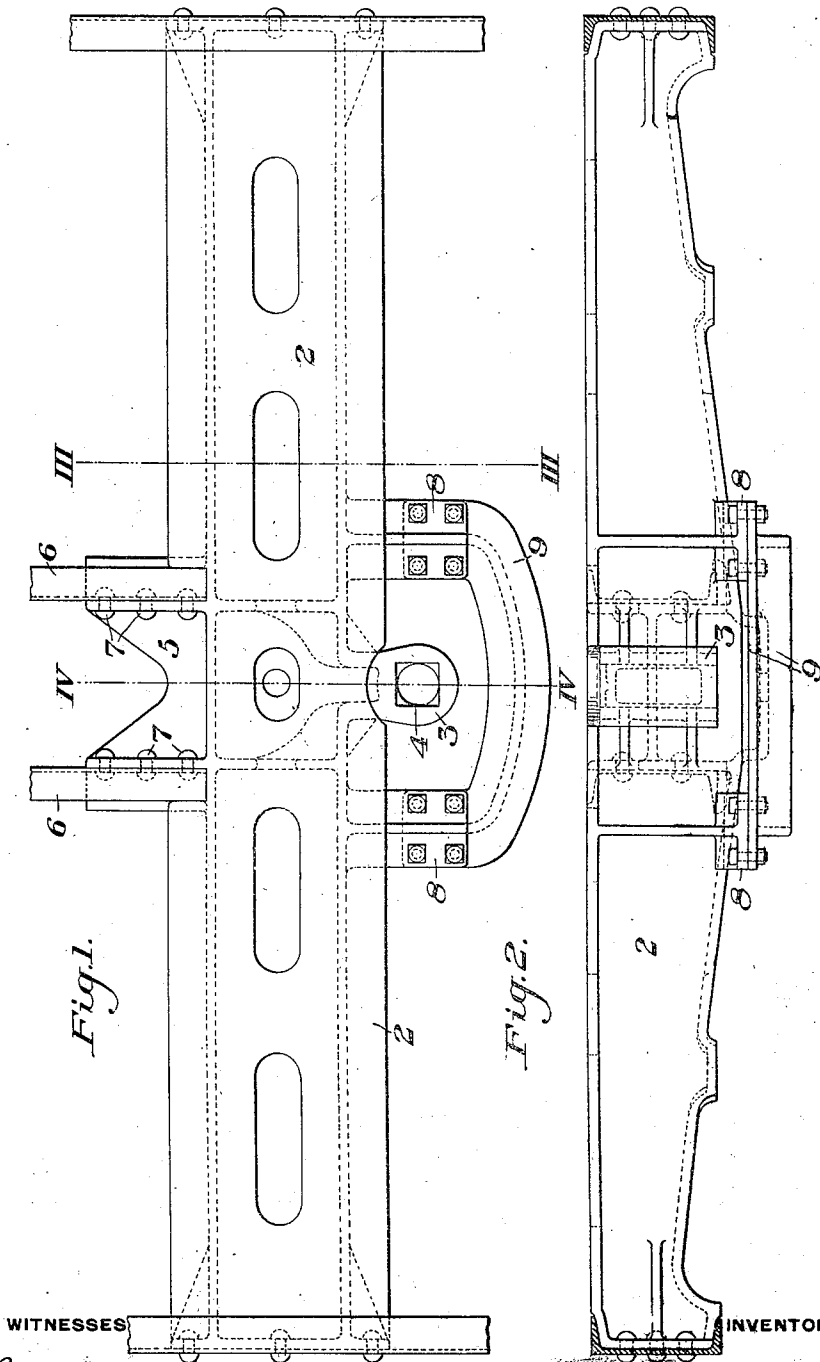
H. F. POPE.
BOLSTER.

APPLICATION FILED SEPT. 28, 1908.

Patented Oct. 5, 1909.

2 SHEETS—SHEET 1.

936,160.



WITNESSES

R. A. Balderson,
G. B. Blumling

INVENTOR

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by Balderson, Pope, & Blumling
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3 SHEETS—SHEET 2.

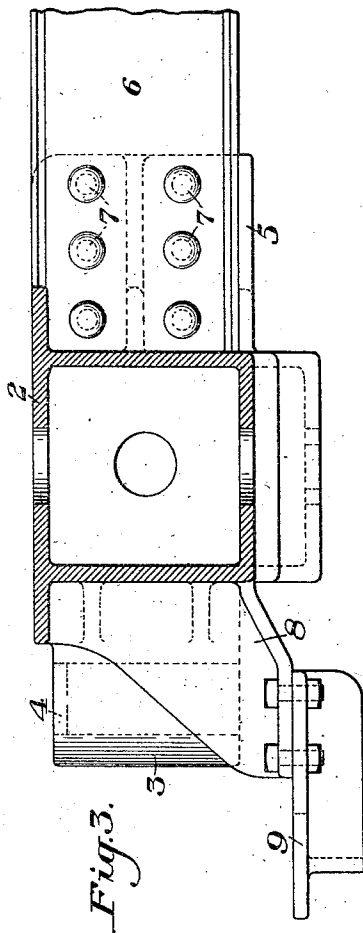


Fig. 3.

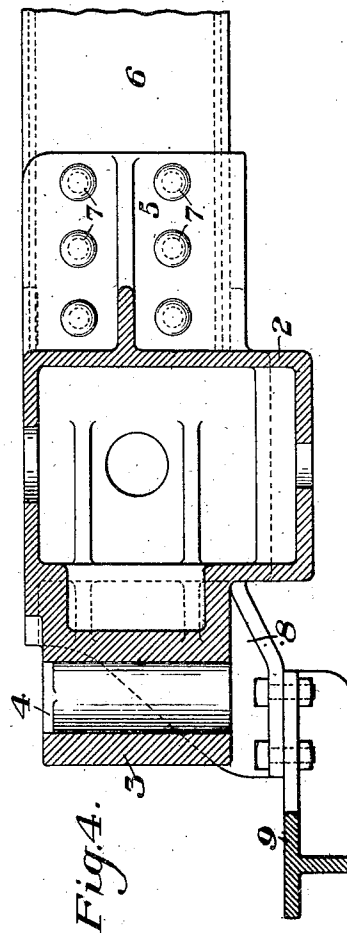


Fig. 4.

WITNESSES

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UNITED STATES PATENT OFFICE.

HENRY F. POPE, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

BOLSTER.

936,160.

Specification of Letters Patent.

Patented Oct. 5, 1909.

Application filed September 23, 1908. Serial No. 455,085.

To all whom it may concern:

Be it known that I, HENRY F. POPE, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Bolsters, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

10 Figure 1 is a plan view of a bolster constructed in accordance with my invention; Fig. 2 is a front elevation; Fig. 3 is a vertical section on the line III—III of Fig. 1; and Fig. 4 is a vertical section on the line 15 IV—IV of Fig. 1.

The purpose of my invention is to provide a car-bolster, especially applicable to radial draft gears, and useful for the purpose of dispensing with center sills in advance of 20 the rear face of the bolster. By thus dispensing with center sills, a free space is afforded in advance of the bolster for the lateral radial motion of the draft gear. The construction is simple and very strong and 25 efficient.

Although applicable especially to radial draft gears, my invention is not limited thereto, nor is it limited to a construction in which intermediate sills in front of the 30 bolster are employed, for such sills between the bolster and the end sill may be used, still retaining the benefits of my invention and enabling the buffing strains to be transmitted from the draft gear through the bolster and 35 directly to the ends of the center sills.

My invention is an improvement upon the bolster shown in an application for which I have already filed Letters Patent on August 6, 1908, Serial Number 447,307.

40 In the drawings, I show a body bolster which is made in a single piece, but the invention is not limited to the integral construction of the bolster.

2 is the bolster having at the middle portion of its front face a lug 3, which is preferably cast integral with the bolster, although it may be made separate and attached thereto. It is adapted for the pivotal attachment of the radial draft gear, and for this 50 purpose it is preferably provided with an angular recess 4, for the reception of a bush-

ing which receives the pivot pin of the draft gear and takes up wear from the lug. This bushing can be readily replaced when it is worn. On the rear face of the bolster is a 55 middle rearward extension 5, of such shape and cross-sectional dimensions as to fit between the center sills 6, to which it is secured by rivets 7. It acts as a spacing piece for the center sills and is a means for fixing them 60 rigidly to the bolster, so that the stresses of buffing will be transmitted directly through the bolster to these sills.

On the front face of the bolster are brackets 8, one on each side of the pivotal lug 3, 65 and these brackets are preferably cast integral with the bolster, although they may be made separate and attached thereto, as desired. These brackets project forwardly and support a carry-iron 9, which extends 70 transversely from one bracket to the other in front of the pivot lug 3 and below the plane thereof, and serves as a carry-iron or support for the rear end of the radial draft gear. The draft gear is pivotally attached to the 75 lug, is supported at the rear end by the carry-iron and transmits the stresses of buffing directly through the lug and bolster to the center sills, as above described.

Modifications in the invention may be 80 made by those skilled in the art, since

What I claim is:

1. A car bolster having on its front face a pivotal connection for a draft gear and a carry-iron fixed to the bolster and extending 85 in front of the pivotal connection.

2. A car bolster having on its front face brackets, and a carry-iron connecting the brackets extending below the plane of the 90 draft gear.

3. A bolster having at its rear side an attachment for center sills, on its front side a pivotal connection for a radial draft gear, and a carry-iron extending in front of the 95 pivotal connection.

In testimony whereof, I have hereunto set my hand.

HENRY F. POPE.

Witnesses:

HARRY E. ORR,
F. W. SWENSTON.