

P. FARWELL.

Bolster-Plates for Railway-Cars.

No. 156,845.

Patented Nov. 17, 1874.

Fig. 1.

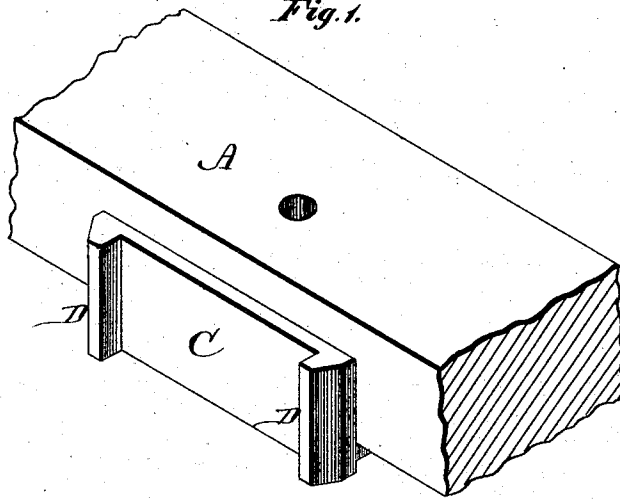


Fig. 2.

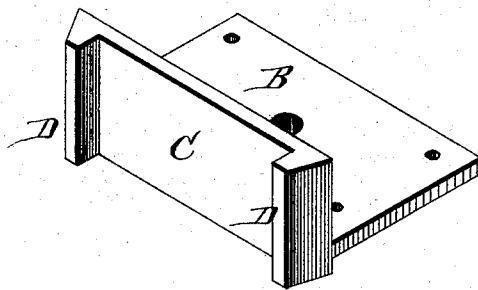
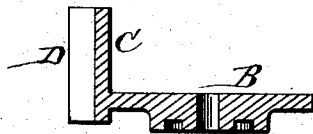


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE

PULASKI FARWELL, OF FREDERICKSVILLE, ILLINOIS.

IMPROVEMENT IN BOLSTER-PLATES FOR RAILWAY-CARS.

Specification forming part of Letters Patent No. 156,845, dated November 17, 1874; application filed October 2, 1874.

To all whom it may concern:

Be it known that I, PULASKI FARWELL, of Fredericksville, in the county of Schuyler and State of Illinois, have invented certain new and useful Improvements in Bolster-Plates for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to bolster-plates for railroad-cars; and it consists in casting a flange on the bolster-plate for the ends of the draft-timbers to rest against, and lugs on said flange to prevent the draft-timbers from spreading, as will be hereinafter more fully set forth.

In the accompanying drawing, Figure 1 is a perspective view of a part of a bolster with my improved bolster-plate attached thereto. Fig. 2 is a similar view of the improved bolster-plate, and Fig. 3 is a vertical section of the same.

A represents a railroad-car bolster, and B represents the ordinary bolster-plate, which is simply a flat piece of cast-iron, bolted to the under side of the bolster, and the king-bolt passing through it.

In the usual construction of railroad-cars the draw-bar is firmly fastened to the draft-timbers, which rest against the old wooden bolster. At each meeting of cars the draft-timbers are driven back against the wooden bol-

ster, indenting it in proportion to the momentum. The indentations increase with repeated shocks, producing slack. The slack causes a jerking motion when the draw-bar is drawn out, breaking the bolts or finally splitting the draft-timbers. The ends of the draft-timbers, too, are inclined to spread at the bolster, thus embedding the bolt-heads deep in the timbers and tending to destruction.

The object of my invention is to obviate and prevent these results; and to this end I cast a flange, C, along the front edge of the bolster-plate B, which flange extends a little below the plate, and up along and against the front face of the bolster, so that the draft-timbers will rest against this flange, and, of course, can make no indentations. On the face of the flange C are cast two lugs, D D, at such distance apart that the draft-timbers will fit between them, and thus be prevented from spreading.

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

The bolster-plate B provided with the flange C, having lugs D D on its front face, substantially as and for the purposes set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

PULASKI FARWELL.

Witnesses:

G. W. WARE,
W. M. GRIMWOOD.