O. BRADLEY, Jr.

Center-Plate for Railway-Cars.

No. 225,332. Patented Mar. 9, 1880.

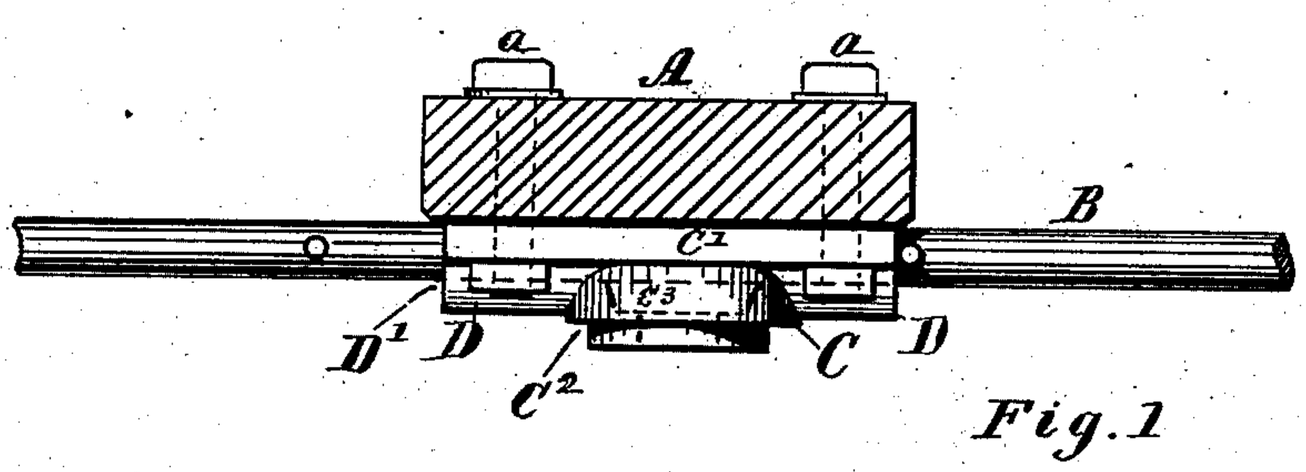

Fig. 1

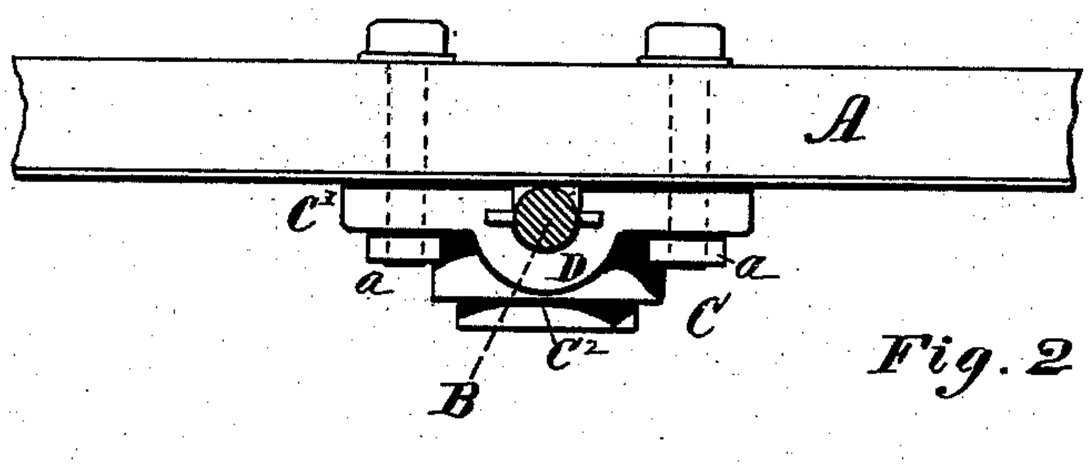

Fig. 2

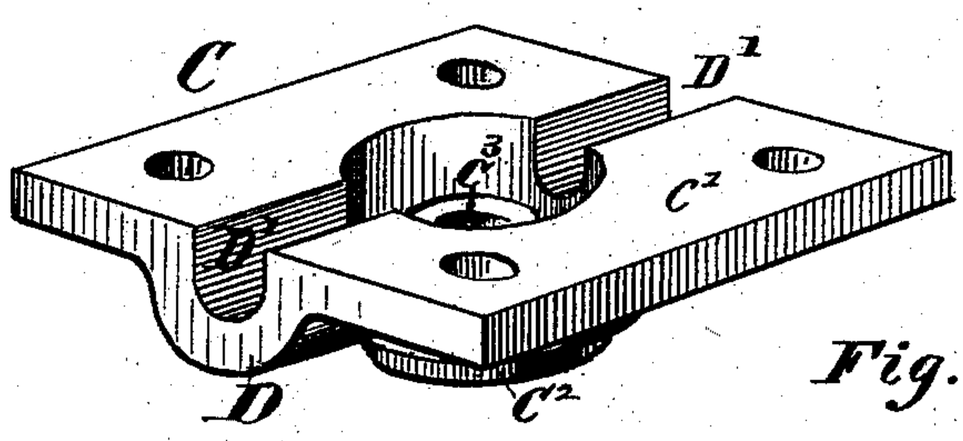

Fig. 3

Witnesses

L. R. Barton

Webster Pascall

Inventor

Osgood Bradley Jr.

By Chas. H. Burleigh

Atty.

UNITED STATES PATENT OFFICE.

OSGOOD BRADLEY, JR., OF WORCESTER, MASSACHUSETTS.

CENTER-PLATE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 225,332, dated March 9, 1880.

Application filed November 8, 1879.

To all whom it may concern:

Be it known that I, OSGOOD BRADLEY, Jr., of Worcester, in the county of Worcester and State of Massachusetts, have invented certain new and useful Improvements in Center-Plates for Railway-Cars; and I declare the following to be a description of my said invention sufficiently full, clear, and exact to enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 represents a side view of my improved center-plate with portions of the bolster-beam and continuous draw-bar. Fig. 2 is a front view of the same; and Fig. 3 is a perspective view of the center-plate.

My invention relates to improvements in the construction of center-plates for railroad-cars with a view to provide a center-plate device more perfectly adapted to service, for giving a strong and durable connection between the car-body and truck, and at the same time furnishing a suitable support and guide for the continuous draw-bar. I attain these objects by the mechanism herein illustrated and described.

In the drawings, A denotes the bolster-beam upon which the body of the car is supported, said beam being attached thereto in the ordinary manner.

B indicates the continuous draw-bar extending along the under side of the car, and connecting the coupling-heads at its opposite ends; and C indicates the center-plate casting for retaining and centrally pivoting the wheel-truck. Said casting C is made with a rectangular seat-plate or square flat portion, C′, upon which the bolster-beam A is bedded, and through which the retaining-bolts *a a* are arranged, as indicated, while at the front and rear edges of said rectangular portion the flange or projecting part of the plate is carried downward in a broad loop or circular bend, D, so as to form across the central top part of the plate a groove or channel of a size just sufficient to receive and closely embrace the continuous draw-bar B, and within which said draw-bar is supported and guided, so that only a longitudinal movement of the bar is permitted.

At the central part of the casting C, below the rectangular seat-plate, is a hollow hub or boss extending downward sufficiently far to form an abutment for the loops D, and provided at its lower part with an annular shoulder, C^2, which matches into the under-plate (not shown) and around which the truck swings. The king-bolt or connecting-pin passes down through the opening at the center, its head resting in the cavity C^3 formed at the interior of the boss for its reception, so that the head of the bolt will lie below the draw-bar B.

By making the center-plate in the form shown a very strong and desirable connection is produced, giving a broad seat for the bolster-beam, convenient arrangement of the holding-bolts, compactness and strength in the construction, and at the same time providing a very perfect support and guide for the draw-bar, and a bearing therefor which is not liable to cut or rapidly wear into the metal of the bar by the effect of the constant jar and grit to which the parts are subjected when in use.

What I claim as of my invention, and desire to secure by Letters Patent, is—

The center-plate hereinbefore described, composed of the rectangular bed portion having front and rear bends or loops, D, and the central hollow boss having the annular shoulder C^2 and inner recess C^3, as and for the purposes set forth.

Witness my hand this 4th day of November, A. D. 1879.

OSGOOD BRADLEY, JR.

Witnesses:

CHAS. H. BURLEIGH,

J. A. RICE.