

(No Model.)

C. HACKNEY.
CENTER PLATE FOR CAR TRUCKS.

No. 557,069.

Patented Mar. 24, 1896.

Fig. 1.

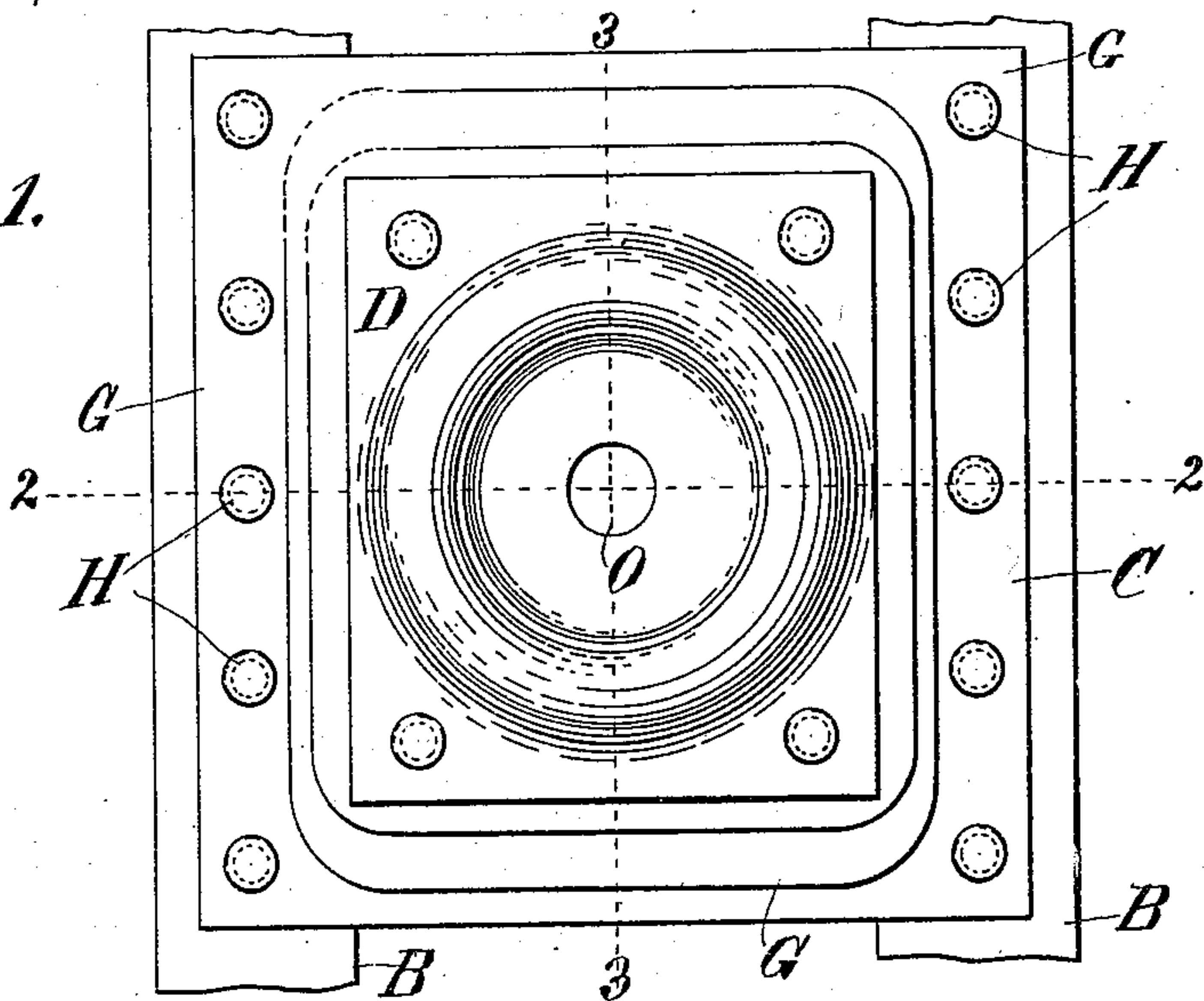


Fig. 2.

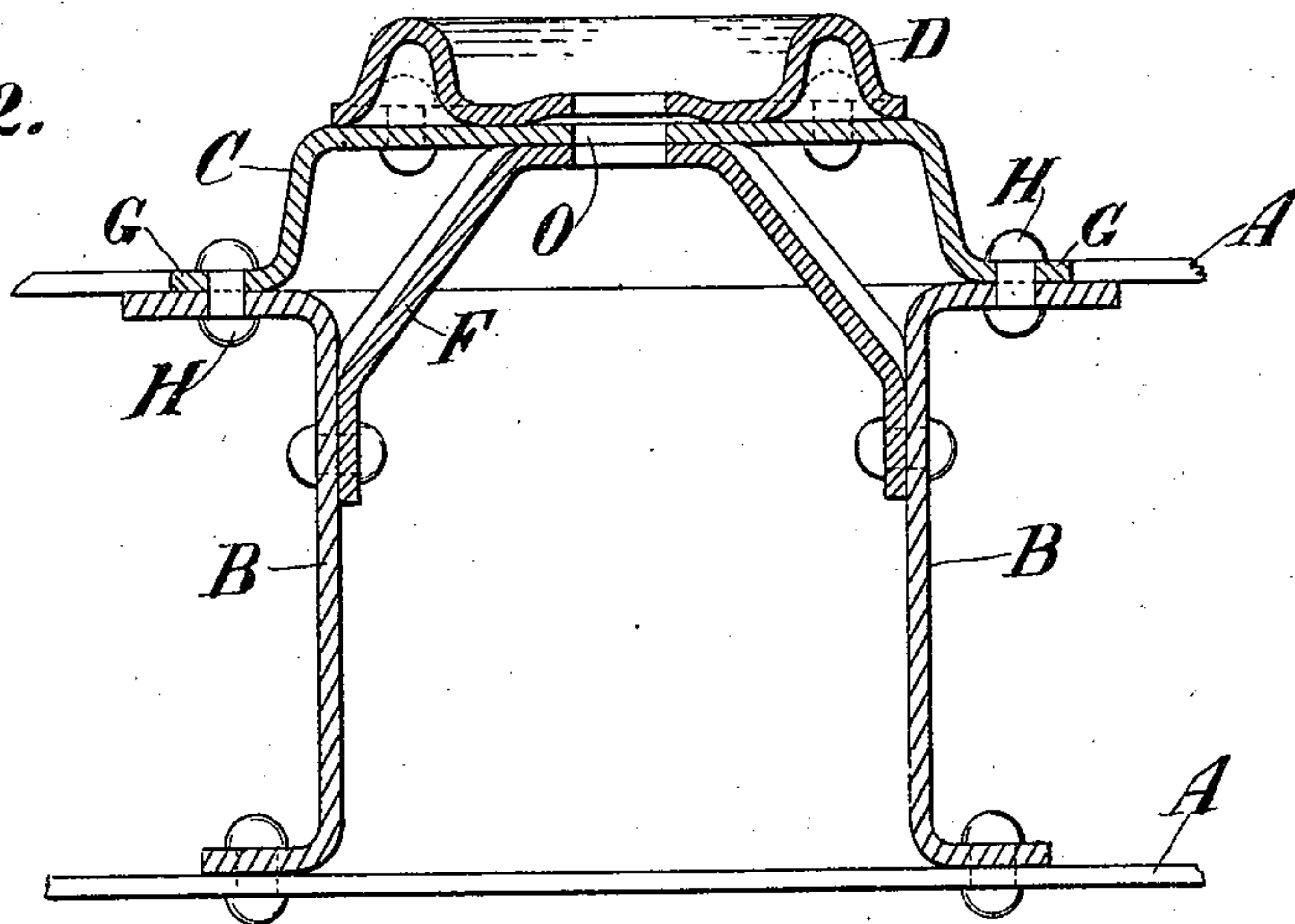
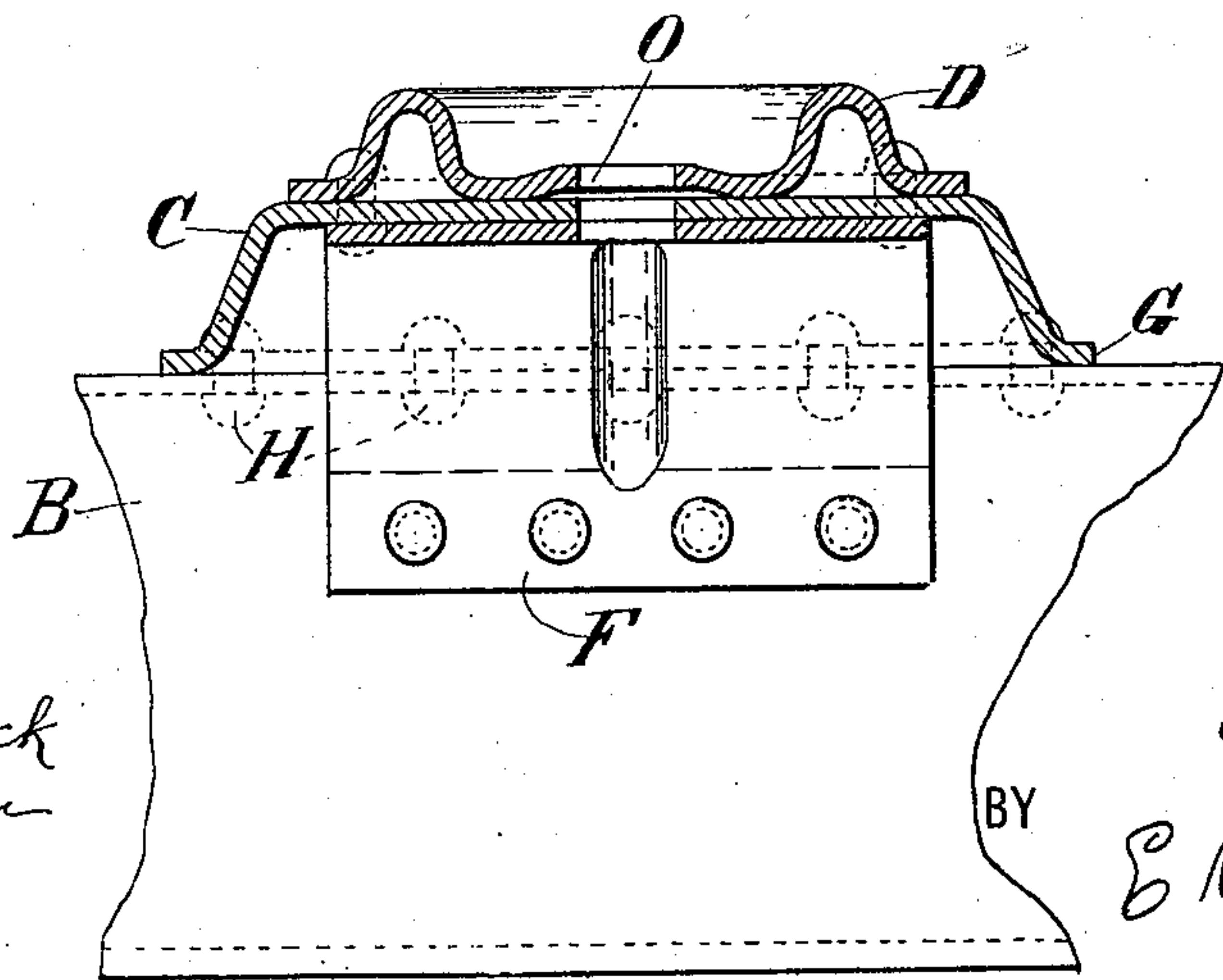


Fig. 3.



WITNESSES:

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CENTER PLATE FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 557,069, dated March 24, 1896.

Application filed February 13, 1894. Serial No. 500,089. (No model.)

To all whom it may concern:

Be it known that I, CLEM HACKNEY, of Joliet, Will county, Illinois, have invented a new and useful Improvement in Base-Plates for Center Plates of Car-Trucks, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to an improvement in cars in which the body-bolsters and transom-bars of the truck are provided with center plates through which the connecting-pin or other means is passed.

It consists in providing a base-plate, preferably formed of steel, for building up the bottom center plate of the transom to the necessary height to fit the position of the top center plate attached to the car-body bolster.

My invention will be readily understood from the accompanying drawings, in which—

Figure 1 represents a plan view of the base-plate attached to the transom-bars, the latter being broken away; Fig. 2, a sectional elevation taken through Fig. 1 on the line 2 2, and Fig. 3 a sectional elevation through Fig. 1 on the line 3 3.

A, Fig. 2, represents the side frame of one of the trucks, which are connected by parallel transom-bars B B.

The base-plate C is formed of a square piece of plate-steel, the central part of which is pressed up, leaving a horizontally-projecting flange G. Two of the opposite sides of the flange are attached, preferably by rivets H, to the top of transom-bars B B at their centers. A center strut or brace F, of substantially the shape shown, is securely fastened at its ends by rivets or other suitable means to the opposite inner faces of the transom-bars, and extends upwardly to bear against and support the central pressed-up portion of the

base-plate C. The strut may be provided with strengthening ribs or corrugations, as shown in drawings.

The center plate D, formed cup-shaped with a surrounding circular bead, is fixed to the raised central portion of the base-plate, preferably by rivets passing through a flange projecting beyond the circular bead.

The strut, base-plate, and center plate are each provided with a central opening. These openings register when the parts are assembled and form a passage O for the bolt or other means for connecting the body-bolster to the truck.

The base-plate serves to regulate the height of the center plate, and consequently the height of the car-body bolster supported thereby. By varying the height of the base-plate a standard form of truck may be used to support a car-body at any desired height.

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

1. In a car-truck, the combination of the transom-bars, a base-plate attached thereto, a strut supporting said base-plate, and a central plate supported by the base-plate, substantially as specified.

2. The combination with the transom-bars of a truck-frame, a base-plate attached thereto, a strut secured to the transom-bars and supporting the central portion of the base-plate, and a center plate supported by the base-plate, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CLEM HACKNEY.

Witnesses:

W. O. JACQUETTE,
JOHN E. PHILLIPS.