(No Model.)

# P. H. MURPHY.

## CENTER BEARING.

No. 602,089. Patented Apr. 12, 1898.

Fig. 1.

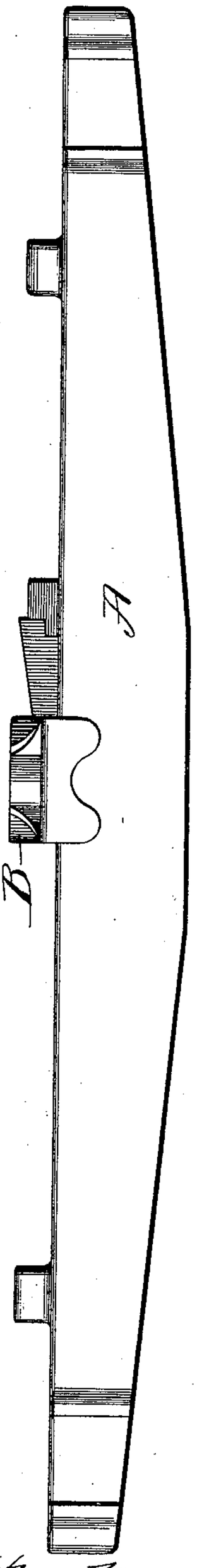


Fig. 2.

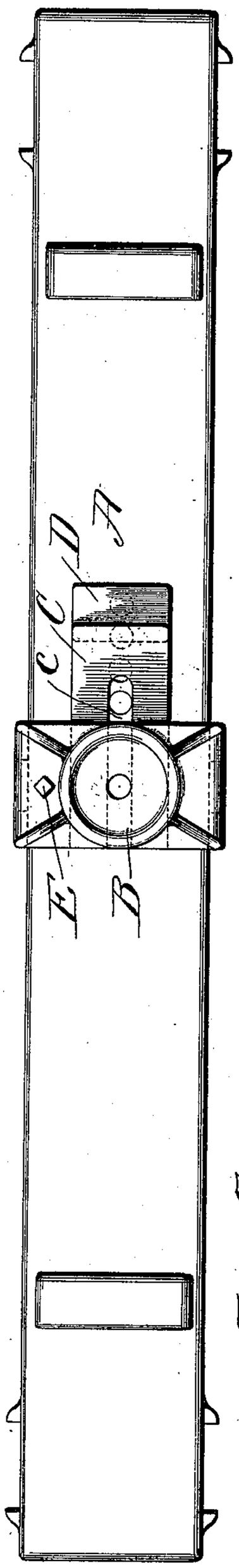


Fig. 4.

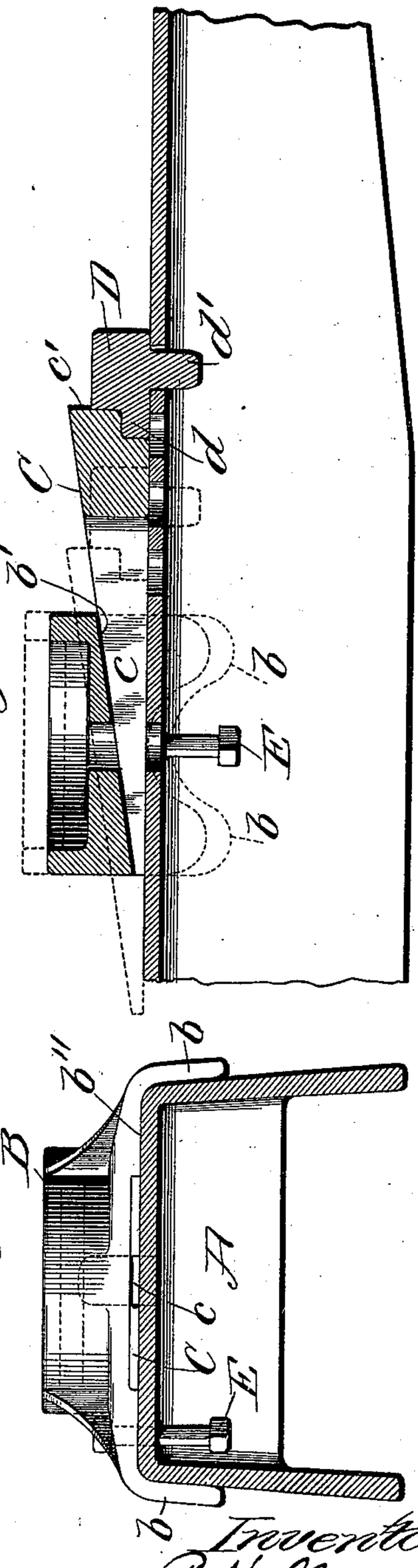


Fig. 3.




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# UNITED STATES PATENT OFFICE.

PETER H. MURPHY, OF EAST ST. LOUIS, ILLINOIS.

## CENTER-BEARING.

SPECIFICATION forming part of Letters Patent No. 602,089, dated April 12, 1898.

Application filed February 12, 1898. Serial No. 670,022. (No model.)

*To all whom it may concern:*

Be it known that I, PETER H. MURPHY, a citizen of the United States, residing at East St. Louis, in the county of St. Clair and State of Illinois, have made a certain new and useful Improvement in Center-Bearings, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view of a truck-bolster, showing my improved center-bearing arranged thereon. Fig. 2 is a top plan view of the same. Fig. 3 is an enlarged cross-sectional view through the truck-bolster, showing my improved center-bearing in position; and Fig. 4 is a longitudinal sectional view through the same.

This invention relates to a new and useful improvement in center-bearings, the object being to provide means for coöperating with the center-bearing to adjust the same vertically to compensate for wear or the sagging of the car at its ends.

With this object in view the invention consists in arranging a cam to coöperate with the center-bearing, whereby when said cam is moved relative to said center-bearing the center-bearing will be adjusted vertically.

Another feature of the invention resides in the means for locking the cam in its adjusted position, and still other features of invention reside in the construction, arrangement, and combination of the several parts, all as will hereinafter be described, and afterward pointed out in the claims.

In the drawings, A indicates a truck-bolster of well-known construction.

B indicates the center-bearing, which preferably extends laterally and is provided with flanges *b*, embracing the side walls of the bolster, whereby said center-bearing is guided in its vertical movement. The lower face of this center-bearing is inclined, as at *b'*, while on each side of said inclined face is a square bearing *b''*, which is adapted to rest against the face of the bolster when the wedge is in an inoperative position. In this manner the center-bearing may be used as an ordinary center-bearing in the absence of the wedge.

C indicates a wedge which is preferably slotted, as at *c*, for the passage of the king-bolt. This wedge is inclined on its upper face, said inclined upper face engaging the inclined face *b* of the center-bearing B. The end of the wedge is recessed on its lower side, as at *c'*, to receive a flange *d* of a locking-block D. This locking-block is provided with a projection *d'*, which engages one of a series of openings in the bolster A.

E indicates a bolt which passes through the center-bearing and bolster, merely to prevent displacement of the center-bearing when the car is not in position, said bolt being loose in its openings, so as to permit vertical movement of the center-bearing.

The device is operated as follows: When the car is in position, the king-bolt passes through the opening in the center-bearing and bolster. The weight of the car is sufficient to hold the center-bearing in place; but the flange *d* and bolt E prevent any movement of the center-bearing other than a vertical movement. Should the center-bearing be worn or for any reason it be desired to adjust the same, the wedge C may be struck with a hammer and forced under the center-bearing, or the car may be jacked up, so as to permit said wedge to be moved under the center-bearing, the locking-block D being removed and its projection *d'* inserted in an opening in advance, thus locking the wedge in position. The wedge by its engagement with the flange *d* also locks the locking-block in position.

If a wooden bolster is used, a metallic plate may be employed to receive the wedge C.

I am aware that many minor changes in the construction, arrangement, and combination of the several parts of my center-bearing can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

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

1. The combination with a bolster, of a center-bearing, and a wedge operating between

said bolster and center-bearing, substantially as described.

2. The combination with a bolster, of a vertically-movable center-bearing, a wedge operating between said bolster and center-bearing, and a locking-block for locking said wedge in an adjusted position, said wedge holding said locking-block in place substantially as described.

3. The combination with a bolster, of a vertically-movable center-bearing, a wedge which operates between said bolster and center-bearing, and a locking-block formed with a flange fitting in said wedge, substantially as described.

4. The combination with a bolster, of a vertically-movable center-bearing having guiding-flanges which embrace the side walls of the bolster, a wedge operating between said bolster and center-bearing, a locking-block for said wedge, and a bolt E, substantially as described.

5. The combination with a bolster, of a center-bearing having guiding-flanges *b*, an inclined face *b'* on its under side, and shoulders *b''* on each side of said inclined face, a slotted wedge C having a recessed portion *c'* in its head, and a locking-block D having a flange *d*, and a projection *d'*, substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 4th day of February, 1898.

PETER H. MURPHY.

Witnesses:
F. R. CORNWALL,
HUGH K. WAGNER.