No. 639,311. Patented Dec. 19, 1899.

C. F. STREET.

CENTER PLATE FOR RAILWAY CARS.

(Application filed Apr. 28, 1899.)

(No Model.)

Fig. 1.

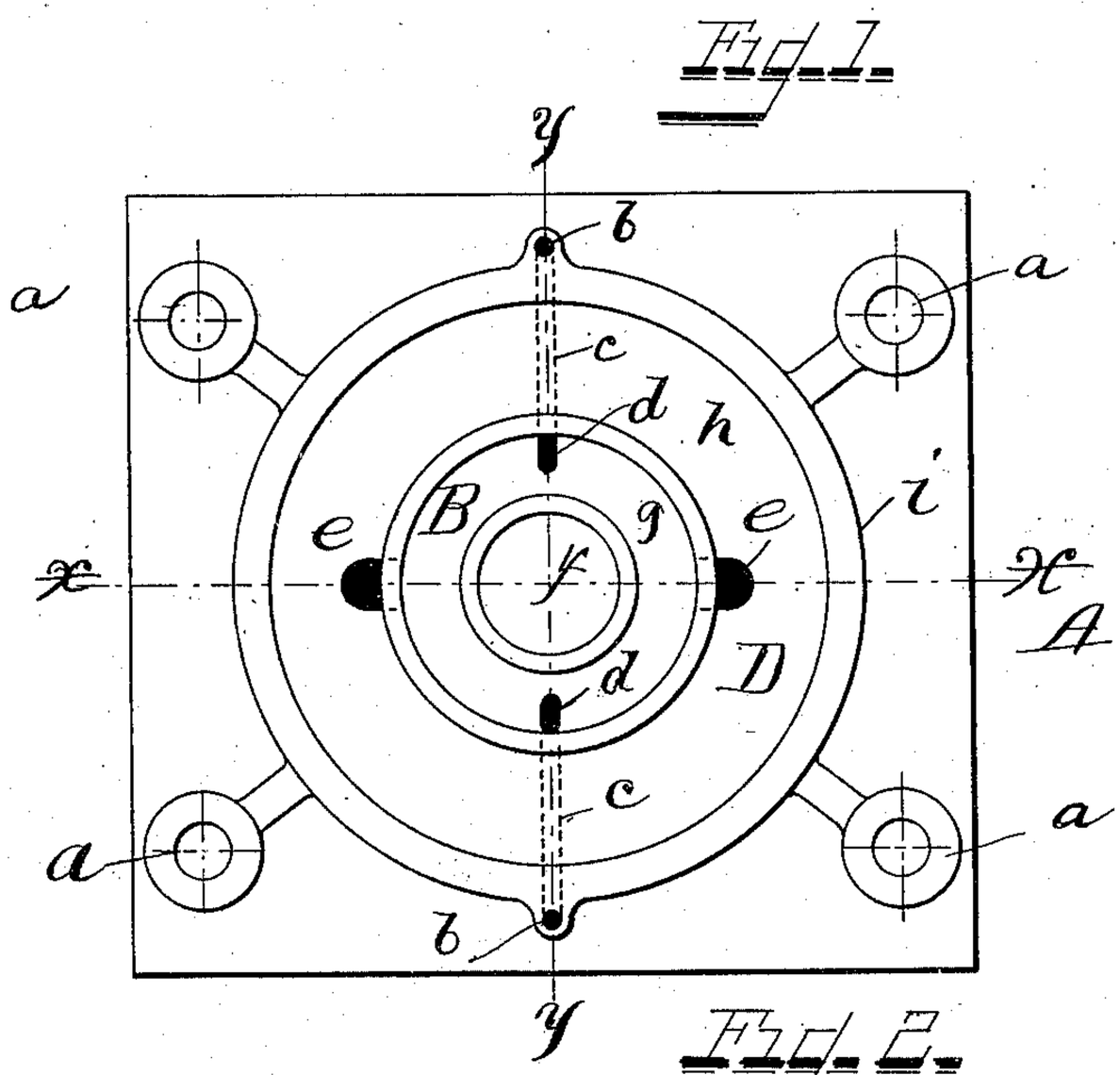

Fig. 2.

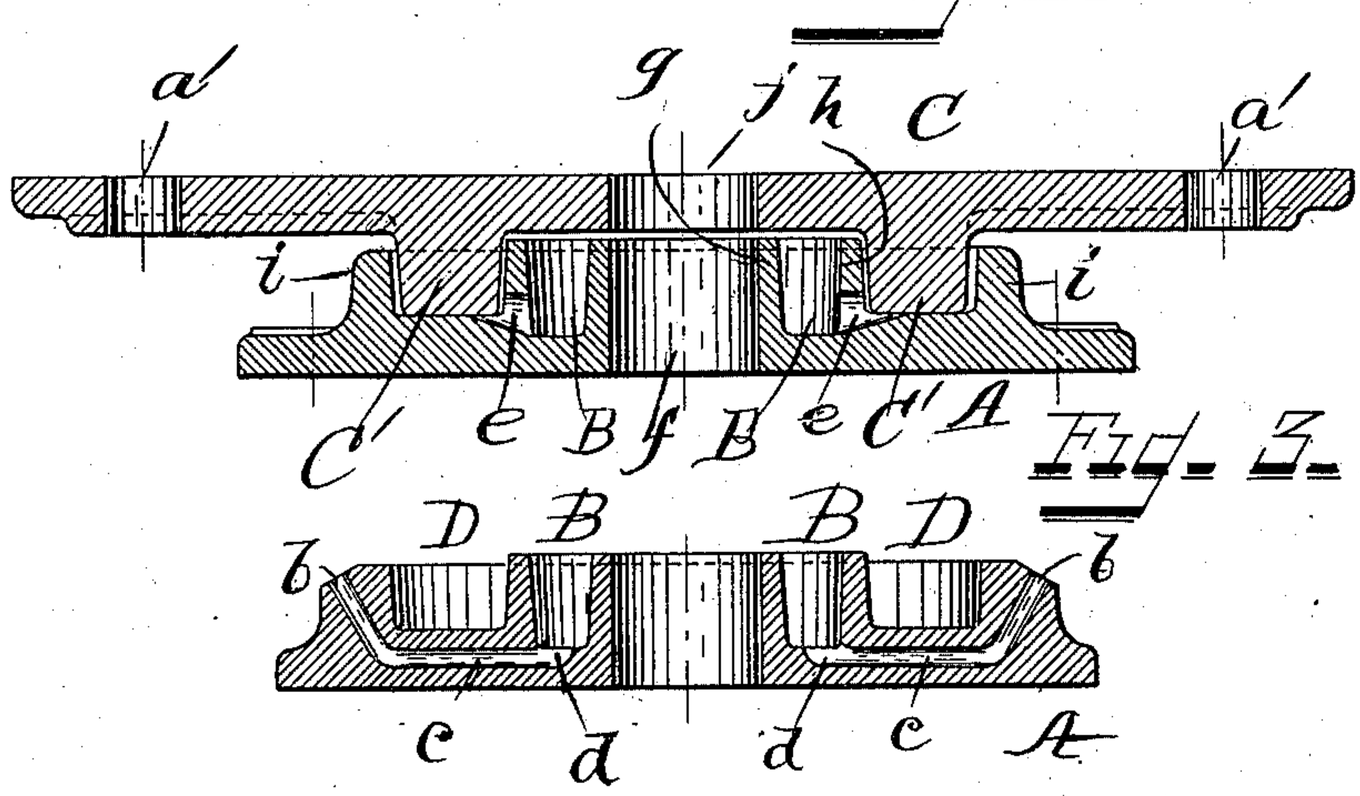

Fig. 3.

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UNITED STATES PATENT OFFICE.

CLEMENT F. STREET, OF DAYTON, OHIO, ASSIGNOR TO THE DAYTON MALLEABLE IRON COMPANY, OF SAME PLACE.

CENTER PLATE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 639,311, dated December 19, 1899.

Application filed April 28, 1899. Serial No. 714,855. (No model.)

To all whom it may concern:

Be it known that I, CLEMENT F. STREET, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Center Plates for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to center plates forming the pivotal bearings between the trucks and bodies of railway-cars, which bearings are usually connected by a king or tie bolt; and it has for its object the provision of simple and efficient means for affording a constant lubrication to the bearings of said plates, whereby their wear is prevented and their life prolonged, as well as the provision of such a construction whereby the lubricant is carried in one or more receptacles forming part of or connected to the lower bearing-plate, and is thereby rendered easily accessible for refilling and can be conveyed through as many channels as desired to the bearing-surfaces between the plates.

The novelty of my invention will be hereinafter set forth, and specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan view of the lower or truck center plate. Fig. 2 is a longitudinal sectional side elevation of both plates in their connected positions on the dotted line *x x* of Fig. 1. Fig. 3 is a longitudinal sectional side elevation of the lower plate on the dotted line *y y* of Fig. 1.

The same letters of reference are used to indicate identical parts in all the figures.

A in all the figures represents the lower female plate, rectangular in form and provided with apertures at its four corners. Through these apertures *a* are passed the bolts which secure the plate to the truck. On the top of this plate are three annular walls or flanges *g h i*, forming between them annular channels B D, and at the center an aperture *f* for the passage of the king-bolt. As seen in Fig. 2, the bottom of the channel B is somewhat deeper than that of the channel D, and the two channels are connected by apertures *e* on opposite sides and which open up into the bottom of the channel D.

As seen in Figs. 1 and 3, channels *b c d* open from the outer wall *i* under the channel D and into the bottom of the channel B, the openings *b* constituting feeding-nozzles for the introduction of lubricant into the channel B, which thereby becomes a reservoir for the lubricant and feeds the same as required through the apertures *e* into the channel D.

The upper plate C, which is bolted through apertures *a* at its corners to the under side of the car-body, has an annular flange C′ fitting the channel D, as seen in Fig. 2, and it is provided with a central aperture *j*, which registers with the aperture *f* to form a passage for the king-bolt.

By this simple construction I am enabled to provide a center-plate construction which is exceedingly simple in its character and at the same time rigid against all strains and which can be lubricated readily from the truck-plate without disconnecting any of the parts.

Of course the number of the apertures *e* and the feeding-apertures *b c d* may be varied at will, and a proper lubrication of the center-plate bearings is maintained at all times to enable the truck to readily round any curve without imparting friction to the flanges of the wheels or the inner edges of the rails.

Having thus fully described my invention, I claim—

In center plates for railway-cars, a lower truck-plate provided on its upper surface with an annular channel next to the king-bolt, a second concentric annular channel outside of the first-named channel with openings between the division-wall of both channels, and a lubricating-passage from the exterior upper side of the truck-plate extending under the outer channel into the bottom of the inner channel, combined with an upper car-body plate having an annular rib or flange fitting in the outer channel of the truck-plate, substantially as described.

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Witnesses:
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