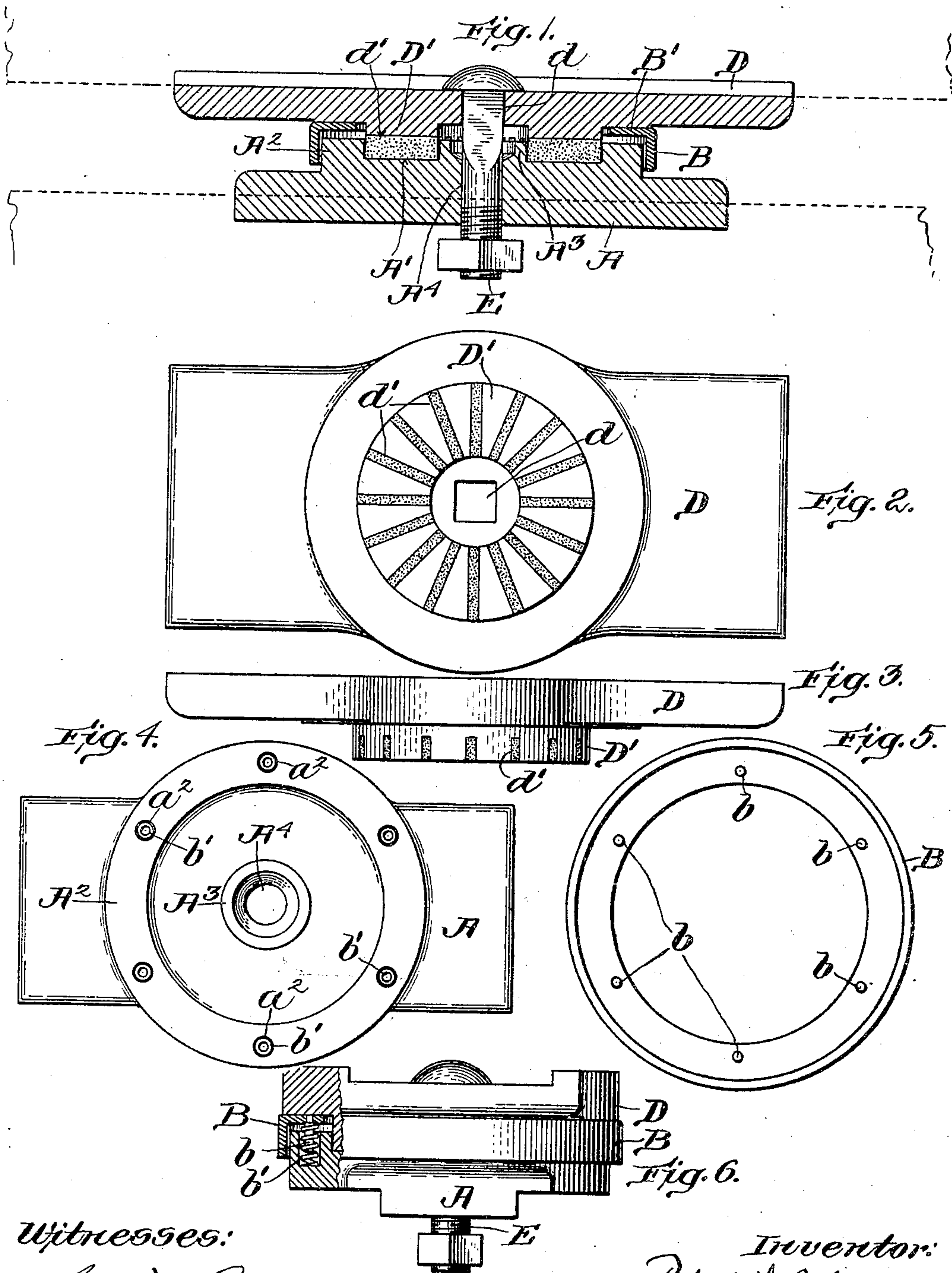


No. 795,496.

PATENTED JULY 25, 1905.

R. L. ELLERY.
CENTER BEARING FOR CARS AND THE LIKE.
APPLICATION FILED JAN. 4, 1905.



Witnesses:

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UNITED STATES PATENT OFFICE.

ROBERT L. ELLERY, OF PORTSMOUTH, NEW HAMPSHIRE.

CENTER-BEARING FOR CARS OR THE LIKE.

No. 795,496.

Specification of Letters Patent.

Patented July 25, 1905.

Application filed January 4, 1905. Serial No. 239,686.

To all whom it may concern:

Be it known that I, ROBERT L. ELLERY, of Portsmouth, in the county of Rockingham and State of New Hampshire, have invented a new and useful Center-Bearing for Cars or the Like, of which the following is a specification.

The object of my invention is to provide a center-bearing for cars and the like which will prevent dust and dirt from interfering with the smooth and proper operation of the bearing and to provide means for keeping the bearing properly lubricated.

My invention consists, essentially, in a dust-guard on one member of the bearing.

A second feature is pockets in the upper member to provide efficient means for lubrication of the bearing.

Other features are described below.

In the accompanying drawings, Figure 1 is a central vertical section of my center-bearing. Fig. 2 is a bottom plan of the upper member. Fig. 3 is an elevation of the upper member. Fig. 4 is a plan of the lower member. Fig. 5 is a bottom plan of the flanged sleeve. Fig. 6 is an end view of the center-bearing, partly broken away to show the spring.

A is the lower member to be attached to the truck and has bearing-surface A' inclosed by outer circular wall A² and surrounding inner circular wall A³.

A⁴ is a passage through the lower member.

In wall A² are sockets a².

Sleeve B has flange B' and pins b. Spiral springs b' encircle pins b and enter sockets a².

D is the upper member to be attached to the car-truss and has raised bearing portion D' and passage d for the king-bolt E. Pockets d' d' are made in portion D'.

In using my center-bearing it will be seen that the flanged sleeve or dust-guard B surrounds the joint between the bearing-surfaces and prevents the entrance of dust, dirt, and the like between the bearing-surfaces, which may be plane, as shown, or one convex and the other concave or of any form suitable for coöperation. The springs b' b' force the dust-guard against the upper member and increase the efficiency of the dust-guard's functions. Moreover, these springs are so arranged that the dust-guard will bear closely against the upper member even when the upper member is tilted with relation to the lower. Pins b enter the sockets of the lower member and so prevent rotary motion of the dust-guard, and it will be seen that the sleeve accommodates

itself to the tilting motion of the upper member, but does not rotate with it.

The upper bearing-surface has pockets d' d' to receive lubricant, which will work downward from the pockets and pass between the bearing-surfaces.

If only three or four pockets are used, each will pass over and lubricate a considerable portion of the surfaces when the upper member is rotated on the lower; but of course any desired number may be used.

The members are held in proper relation by the king-bolt and its nut.

What I claim as my invention is—

1. In a center-bearing for cars the combination of an upper member with a bearing-surface; a lower member with a bearing-surface; means for preventing the entrance of dust between the bearing-surfaces; and means for keeping the bearing-surfaces in proper relation.

2. In a center-bearing for cars the combination of an upper member with a bearing-surface; a lower member with a bearing-surface; a sleeve surrounding the junction of the bearing-surfaces; and means for keeping the bearing-surfaces in proper relation.

3. In a center-bearing for cars the combination of an upper member with a bearing-surface; a lower member with a bearing-surface; a dust-guard; means for holding the dust-guard yieldingly against the upper member; and means for keeping the bearing-surfaces in proper relation.

4. In a center-bearing for cars the combination of an upper member with a bearing-surface; a lower member with a bearing-surface; a dust-guard; means for holding the dust-guard against the upper member when the members are in a tilted relation; and means for keeping the surfaces in proper relation.

5. In a center-bearing for cars the combination of an upper bearing member with pockets in its lower surface; a lower member with a bearing-surface; and means for keeping the bearing-surfaces in proper relation.

6. In a center-bearing for cars the combination of a bearing member with a bearing-surface; a sleeve surrounding the bearing-surface; and means to prevent rotation of the sleeve.

ROBERT L. ELLERY.

Witnesses:

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