

No. 828,857.

PATENTED AUG. 14, 1906.

G. MAASS.
LUBRICATING PAD FRAME.
APPLICATION FILED MAR. 15, 1906.

Fig. 1

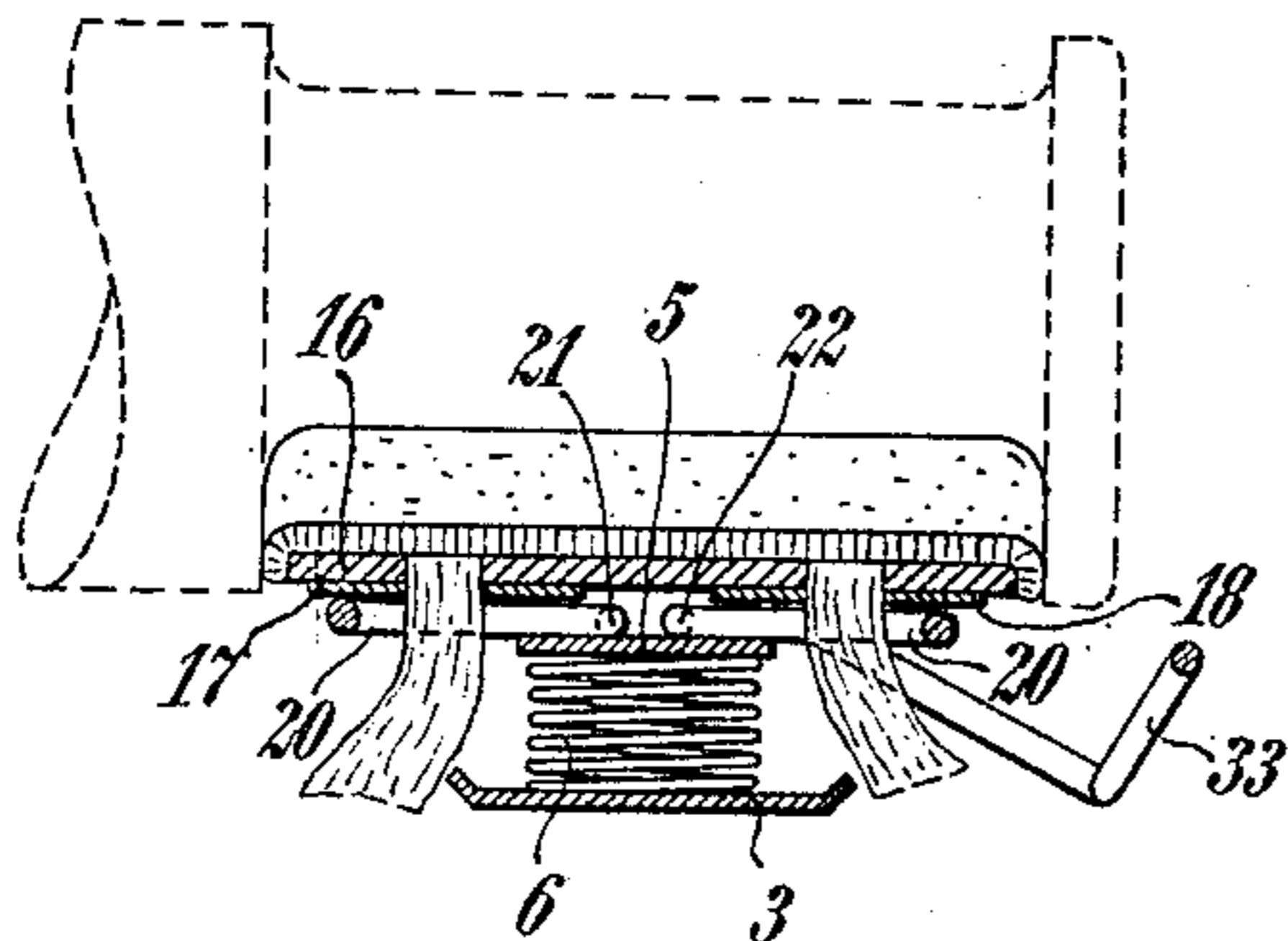


Fig. 4

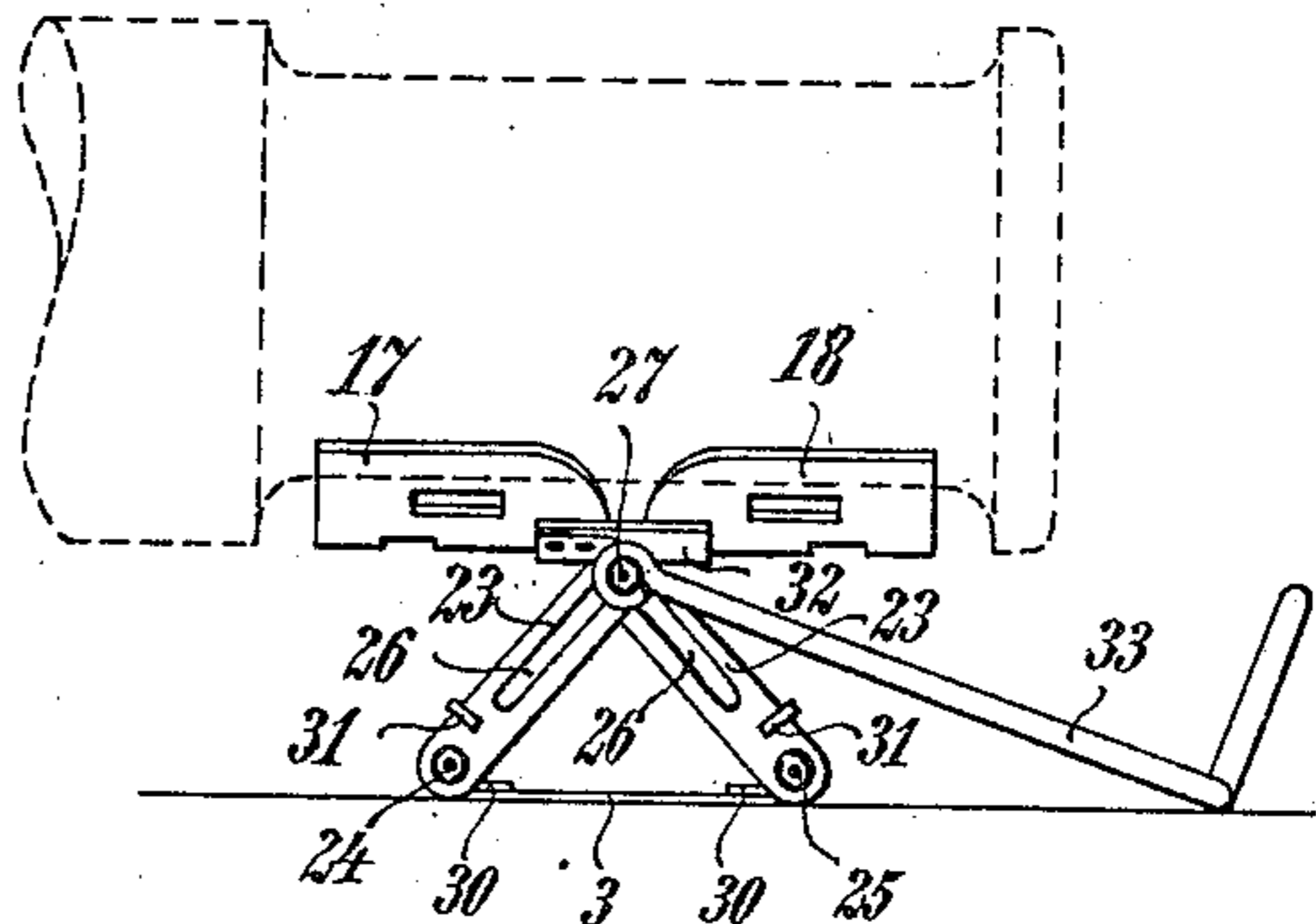


Fig. 2

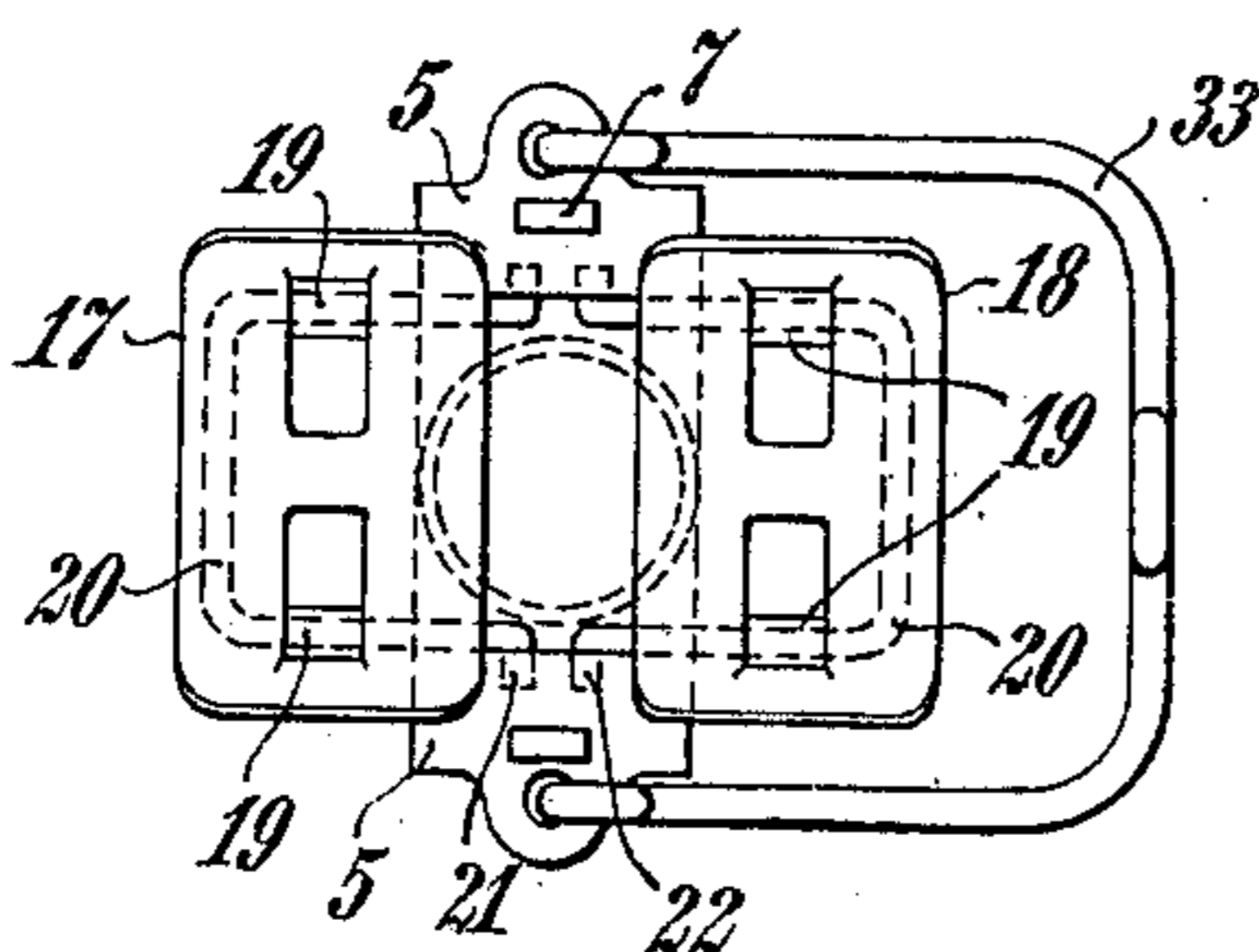


Fig. 5

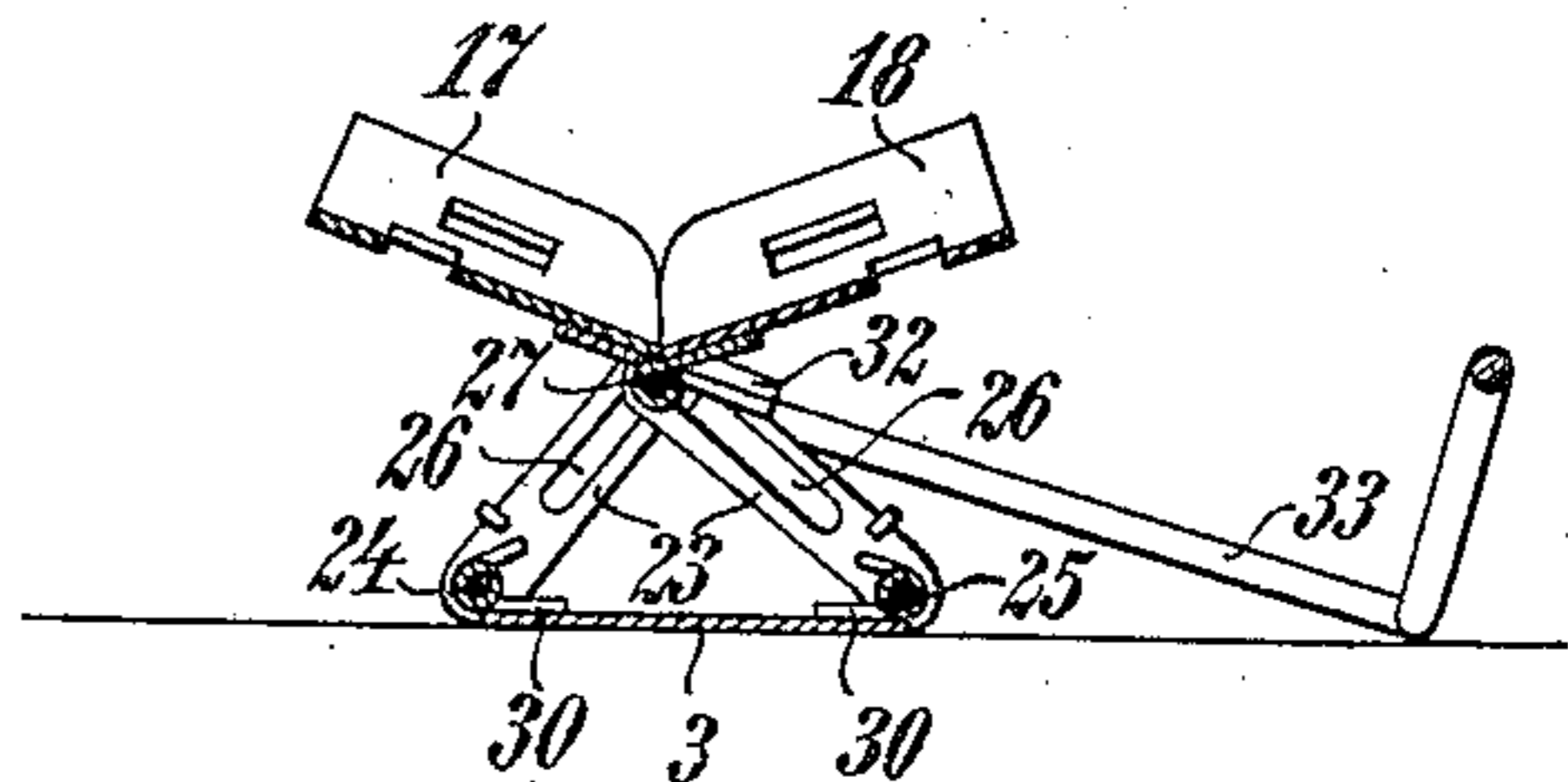


Fig. 3

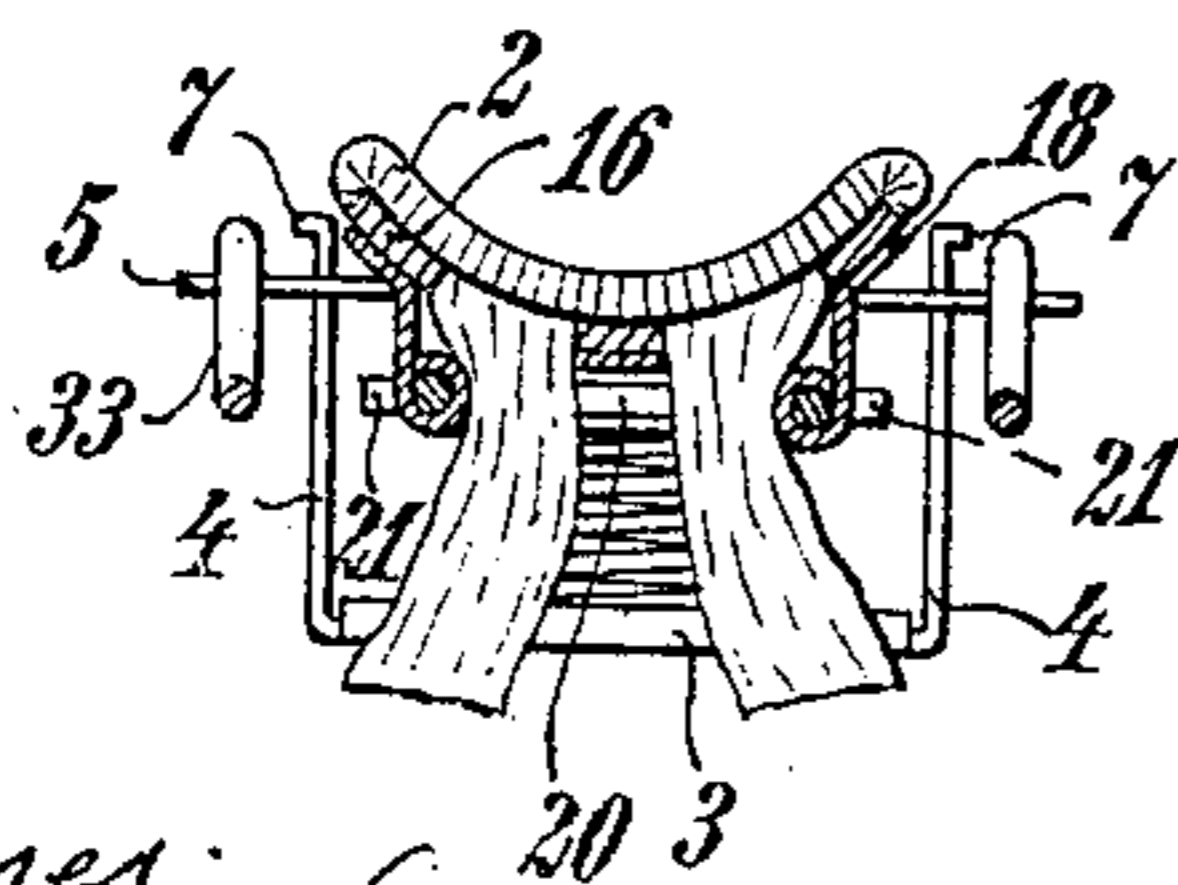
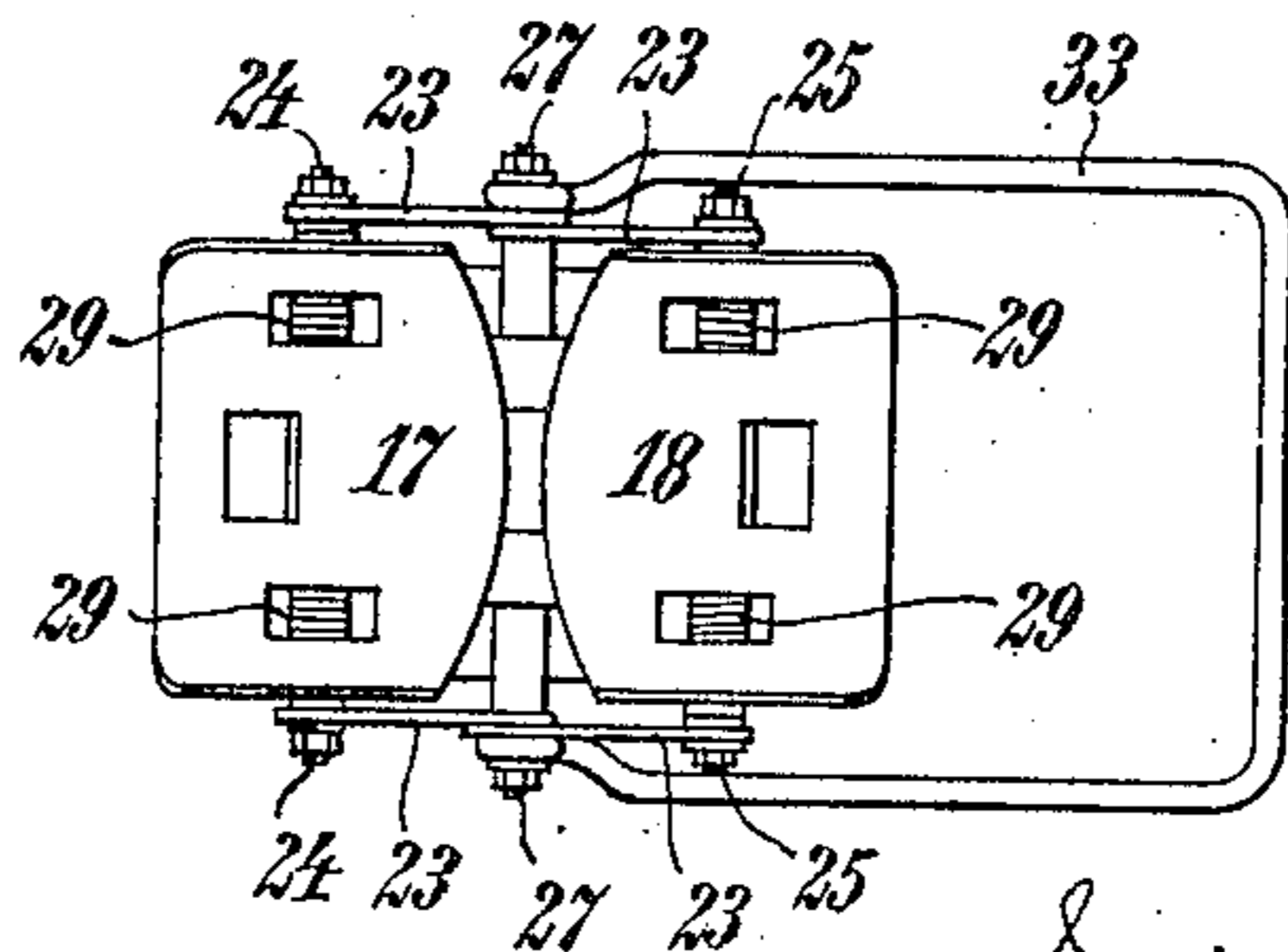


Fig. 6



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UNITED STATES PATENT OFFICE.

GOTTFRIED MAASS, OF DUISBURG, GERMANY.

LUBRICATING-PAD FRAME.

No. 828,857.

Specification of Letters Patent.

Patented Aug. 14, 1906.

Original application filed October 18, 1905, Serial No. 283,243. Divided and this application filed March 15, 1906. Serial No. 306,196.

To all whom it may concern:

Be it known that I, GOTTFRIED MAASS, a citizen of the German Empire, residing at Duisburg, in the Kingdom of Prussia, Germany, have invented certain new and useful Improvements in Lubricating-Pad Frames; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This present application is a divisional one and a part of the application, Serial No. 283,243, filed October 18, 1905, for lubricating-pad frames for axles of railway-cars.

This invention relates to an arrangement of lubricating-pad frames for axle-boxes of railway-cars, consisting of a bottom plate and of a pad-carrier mounted on the said bottom plate in a longitudinally-adjustable manner and pressed against the axle-journal by means of a spring, enabling the said lubricating-pad to be introduced into and removed from very narrow axle-boxes made in one piece.

The invention chiefly consists in the pad carrier or support being made in two parts hinged to the frame, and thus capable of being raised independently of each other owing to this method of mounting.

In the accompanying drawings, Figure 1 is a longitudinal section through a lubricating-pad frame according to this invention. Fig. 2 is a plan of the same, and Fig. 3 a cross-section. Figs. 4, 5, and 6 show the invention with a modified construction of frame, Fig. 4 being an elevation, Fig. 5 a longitudinal section, and Fig. 6 a plan.

In Figs. 1 and 4 the axle-journals are indicated by dotted lines. In the first construction (shown in Figs. 1 to 3) the frame is constituted by a bottom plate 3, resting on the bottom of the axle-box. Vertical guiding-arms 4 are secured to the said bottom plate. On the guides 4 slides a transverse bridge 5, forced upward by a spring 6. Heads or projections 7 prevent the bridge from being forced off the guides 4. On the bridge 5 are mounted two U-shaped brackets 20, rotatable about pins or the bent ends 21 22. In the normal position they rest upon the transverse bridge 5 and can be raised independently of each other. On these brackets, the longitudinally-directed portions of which form guides, are mounted the two plates 17

18, constituting the carrier for the lubricating-pad 2, which rests on a common continuous support 16, made of felt and extending over the two plates 17 and 18. The two plates can therefore not only move on the longitudinal portions of the brackets 20 in the longitudinal direction, but they can be raised against the frame and relatively to each other, the felt support and the lubricating-pad yielding to a sufficient extent. When introducing the frame into the axle-box and removing it from the same by means of the bracket 33, the lubricating-pad carrier does not form an obstacle, even when the axle-boxes are very narrow, as it can fit the curvatures of the space, since it can close up or be partially collapsed. The side portions of the bridge-piece 5 form stops which limit the downward pivotal movement of the plates 17 and 18, which are pivotally connected at their adjacent ends with the said bridge-piece and which are free to move upward independent of each other. The plates 17 and 18 are also free to move longitudinally, being provided with eyes 19, which are slidable on the brackets 20.

Figs. 4, 5, and 6 show a modified construction of the lubricating-pad frame. In this case there is also a bottom plate, but it carries two triangular movable supports, each constituted by two bars 23, rotatable about rods or pins 24 25, secured to the bottom plate. A third rod or bridge-piece 27 serves to connect the two bars 23 at their upper ends, and the holes 26 in the bars 23, made to receive the said rod, are formed as longitudinal slots, so that the point of the triangle formed by the bars 23 can be shifted to any desired extent or depressed down to the ground-plate. Springs 29, arranged round the rods 24 25, rest with one of their ends 30 on the bottom plate, the other end 31 being engaged by the bar 23. Their tendency is to raise the bars—that is to say, to bring them into the position shown in Fig. 4. On the rod 27 are hinged or mounted the two parts 17 and 18 of the carrier proper in such manner that they can be raised relatively to each other, as shown in Fig. 5. In order to limit this movement in a downward direction—that is to say, in order to insure the fully-open position shown in Fig. 4—stops 32 are used, secured to one part 17 of the pad-carrier, the second part 18 coming to rest against the stops in the open position.

What I claim is—

1. In a lubricating-pad frame, the combination, with a spring-supported bridge-piece, of two plates for supporting the pad having
5 their adjacent end portions pivotally connected with the said bridge-piece, and stops which limit the downward movement of the said plates.

2. In a lubricating-pad frame, the combination, with a spring-supported bridge-piece,
10 of brackets having their adjacent end portions pivoted to the said bridge-piece, stops limiting the downward movement of the said brackets, and plates for supporting the pad
15 slidable on the said brackets.

3. In a lubricating-pad frame, the combination,

with a base-plate having upwardly-projecting guides, of a bridge-piece slidable vertically on the said guides, a supporting-spring between the said base-plate and
20 bridge-piece, brackets having their adjacent end portions pivoted to the said bridge-piece, stops limiting the downward movement of the said brackets, and plates for supporting
25 the pad slidable on the said brackets.

In testimony whereof I affix my signature in presence of two witnesses.

GOTTFRIED MAASS.

Witnesses:

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MARIA KAMP.