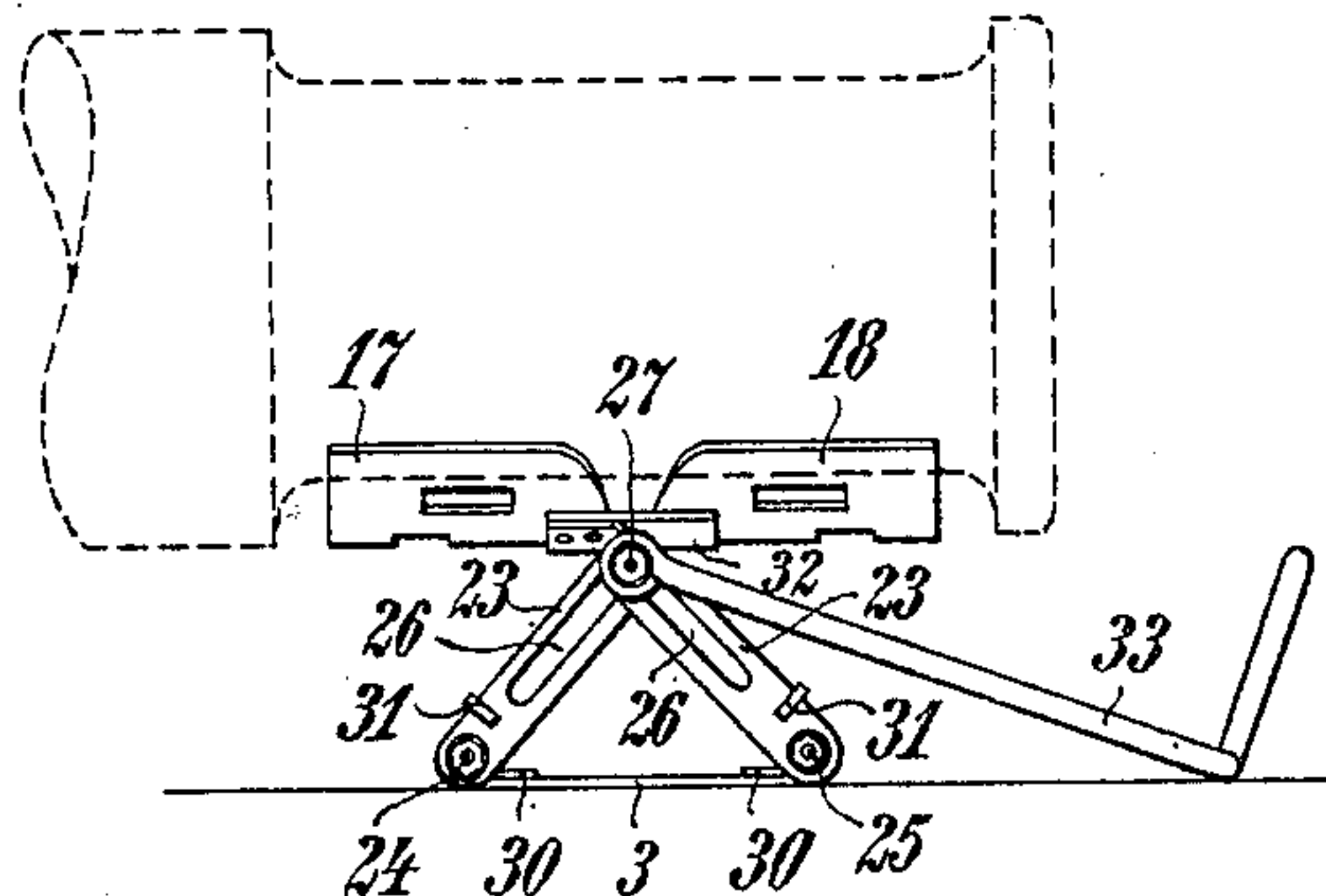


No. 828,858.

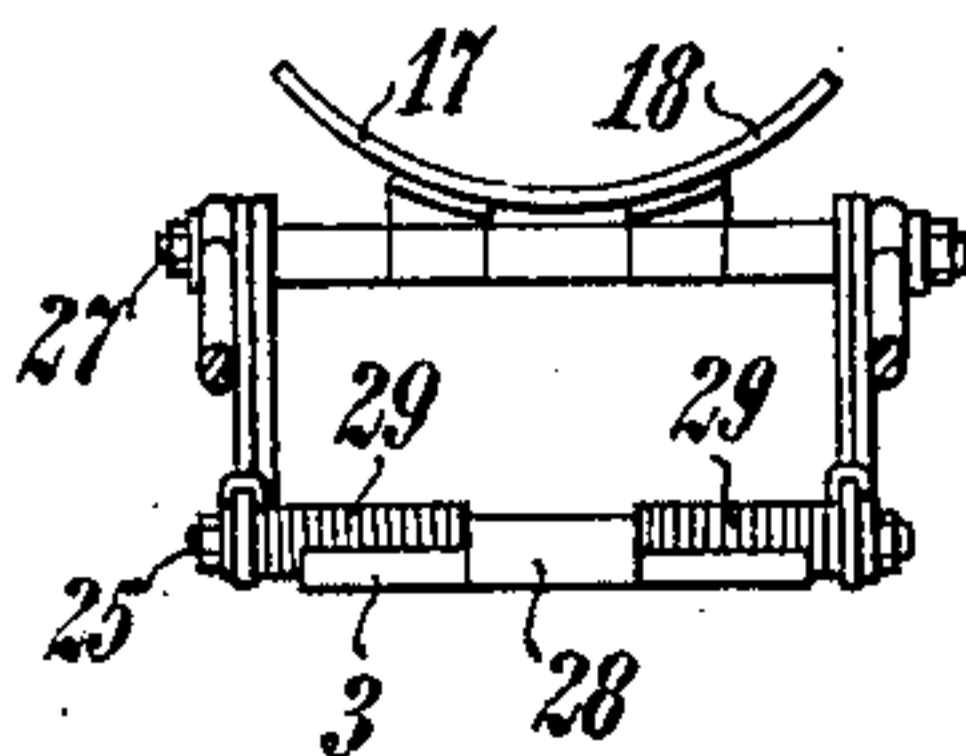
PATENTED AUG. 14, 1906.

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

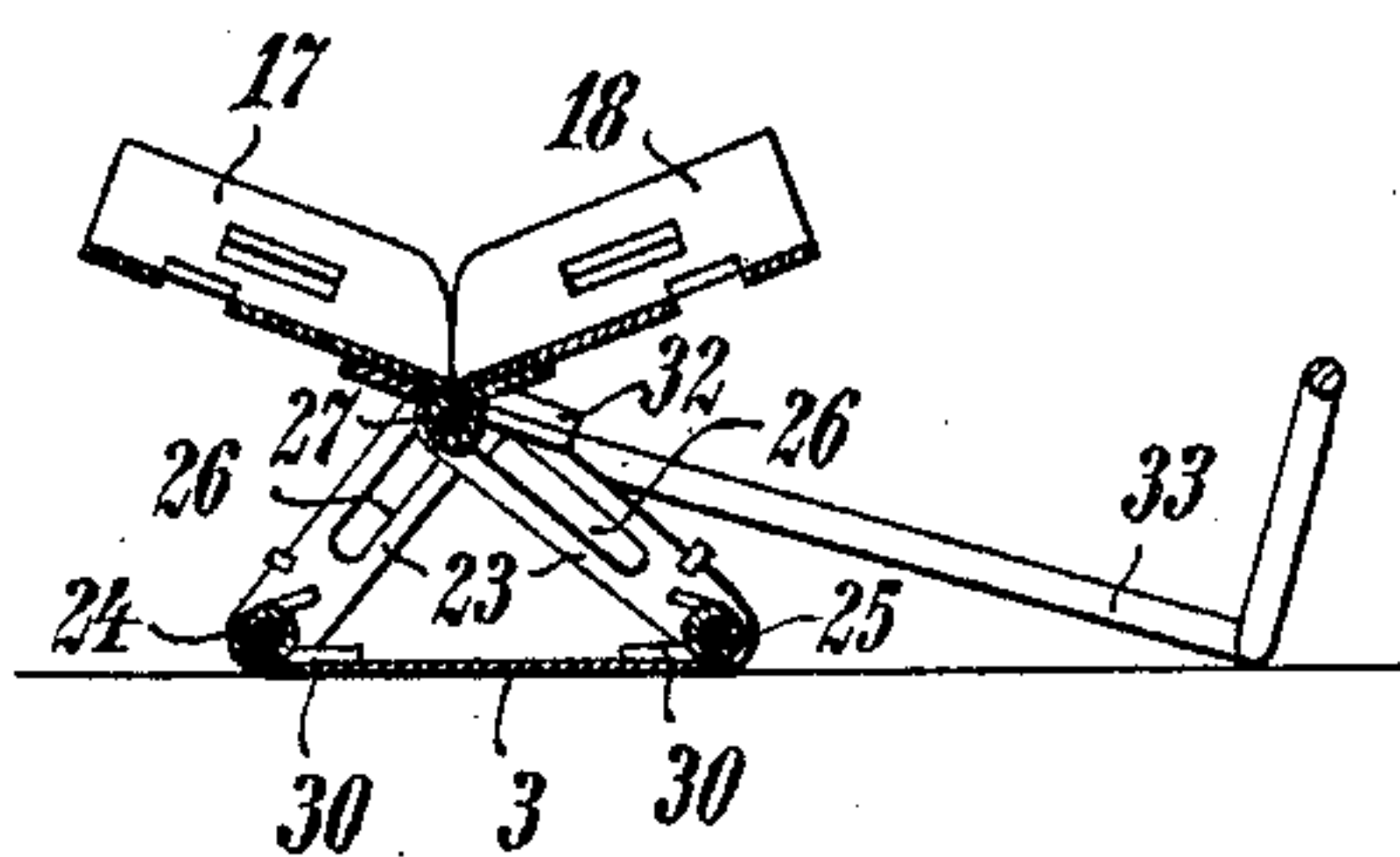
*Fig. 1*



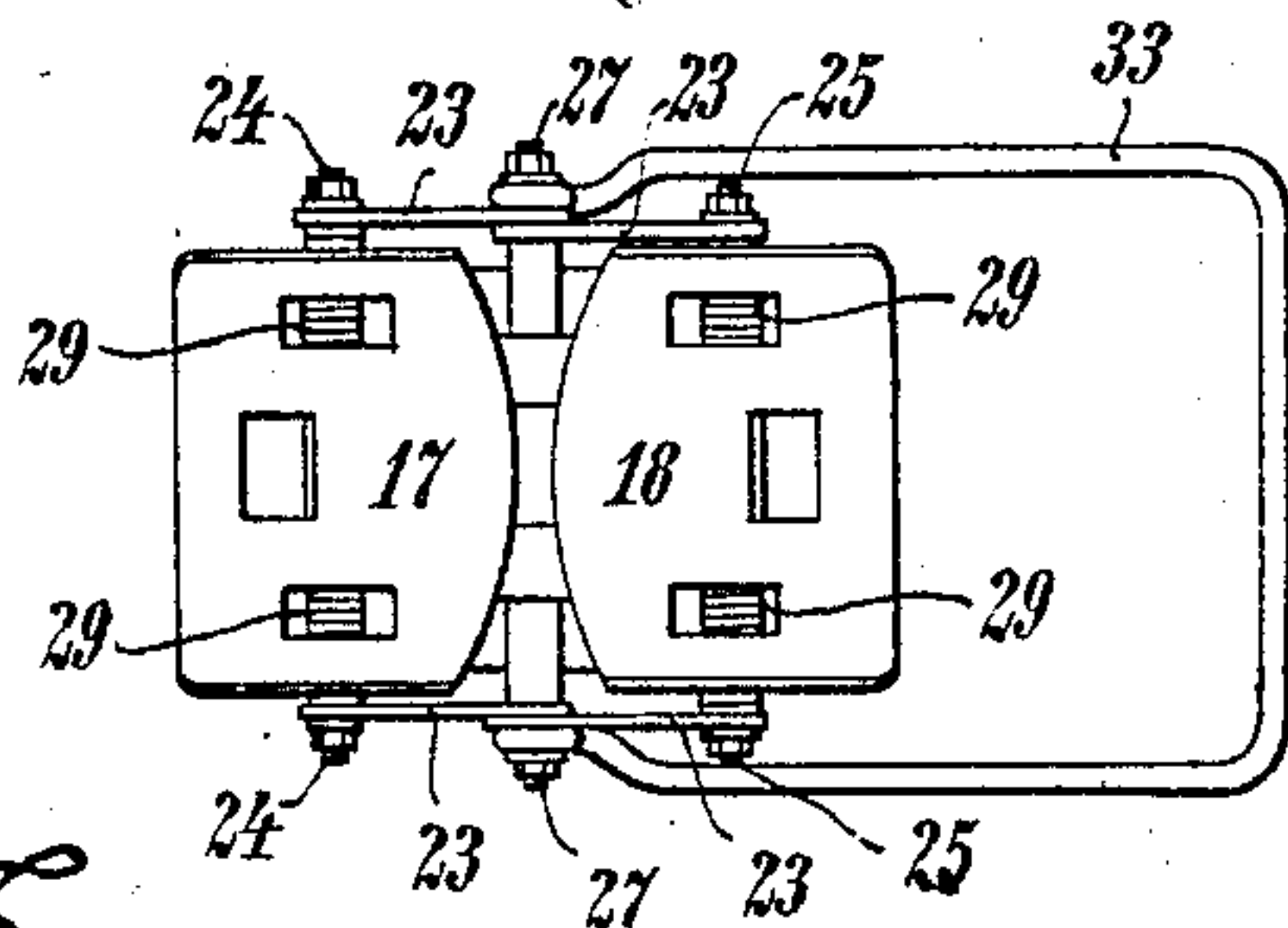
*Fig. 2*



*Fig. 3*



*Fig. 4*



Witnesses:  
*H. B. Hodge*  
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# UNITED STATES PATENT OFFICE.

GOTTFRIED MAASS, OF DUISBURG, GERMANY.

## LUBRICATING-PAD FRAME.

No. 828,858.

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. 306,197.

*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 a construction of lubricating-pad frames for axle-boxes of railway-cars and the like whereby the lubricating-pad and its support—that is to say, the plate to which it is directly secured—can follow the longitudinal movements of the axle, so that any damage to the rounded-off portions of the axle by cutting action of the edges of the lubricating-pad carrier is avoided.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the lubricating-pad frame. Fig. 2 is a front elevation of the lubricating-pad frame. Fig. 3 is a longitudinal section through the lubricating-pad frame, and Fig. 4 a plan of the frame.

In all the figures the lubricating-pad itself has been omitted, and in Fig. 1 the axle-journal is indicated by dotted lines.

17 18 represent the lubricating-pad carrier—that is to say, a plate made in this case, for instance, in two parts and curved to conform to the axle-journal. This plate is mounted on a rod 27, which in its turn is supported by two triangular brackets or frames. These frames consist each of two arms 23, rotatably mounted on a plate 3 about rods 24 25 in such manner that the rods 24 25 form pivots for the parts of the two frames. In order that the frames may be movable, the holes through which the spindle 27 is passed are made as longitudinal slots 26, so that it is possible to fold the bars 23 completely down to the plate 3—that is to say, to press down the triangle into a straight line. Moreover, as shown in Fig. 3, it is possible to bring the

rod 27 either nearer to the rod 24 than to the rod 25, or vice versa—that is to say, to shift it in the direction of the carriage-axle.

About the rods 24 25 are arranged springs 29, pressing with their ends 30 against the plate 3, resting on the bottom of the axle-boxes, the ends 31 engaging with the frame parts 23. The springs in question have the tendency to increase the angle between the frame parts 23 and the bottom plate 3—that is to say, have the tendency to raise the rod 27 and with it the pad-carrier. The pad-carrier is therefore supported in such manner that it can be easily moved to a considerable extent in longitudinal direction and yet remain pressed hard against the axle-journal. A shifting of the triangle apex 27 is of course possible only when the lubricating-pad frame is slightly depressed from the top downward. In that state it is, however, always in the axle-box in order to exercise pressure against the axle-journal.

The bracket 33 serves as a handle for introducing the pad-frame into the closed axle-box, and the possibility of folding of the parts 17 18 of the lubricating-pad carrier (indicated in Fig. 3) serves also to facilitate the introduction into the axle-boxes. This does not, however, form the object of this invention.

What I claim is—

1. In a lubricating-pad frame, the combination, with a pad-carrier, and a cross-rod supporting it; of a base-plate, and spring-pressed arms pivoted to the said base-plate and operatively connected with the said cross-rod.

2. In a lubricating-pad frame, the combination, with a pad-carrier, and a cross-rod supporting it; of a base-plate, hinge-pins carried by the said base-plate, arms pivoted to the said hinge-pins and operatively connected with the said cross-rod, and springs wound about the said hinge-pins and pressing the said arms upward.

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

GOTTFRIED MAASS.

Witnesses:

MARGARET WALLACE,  
MARIA KAMP.