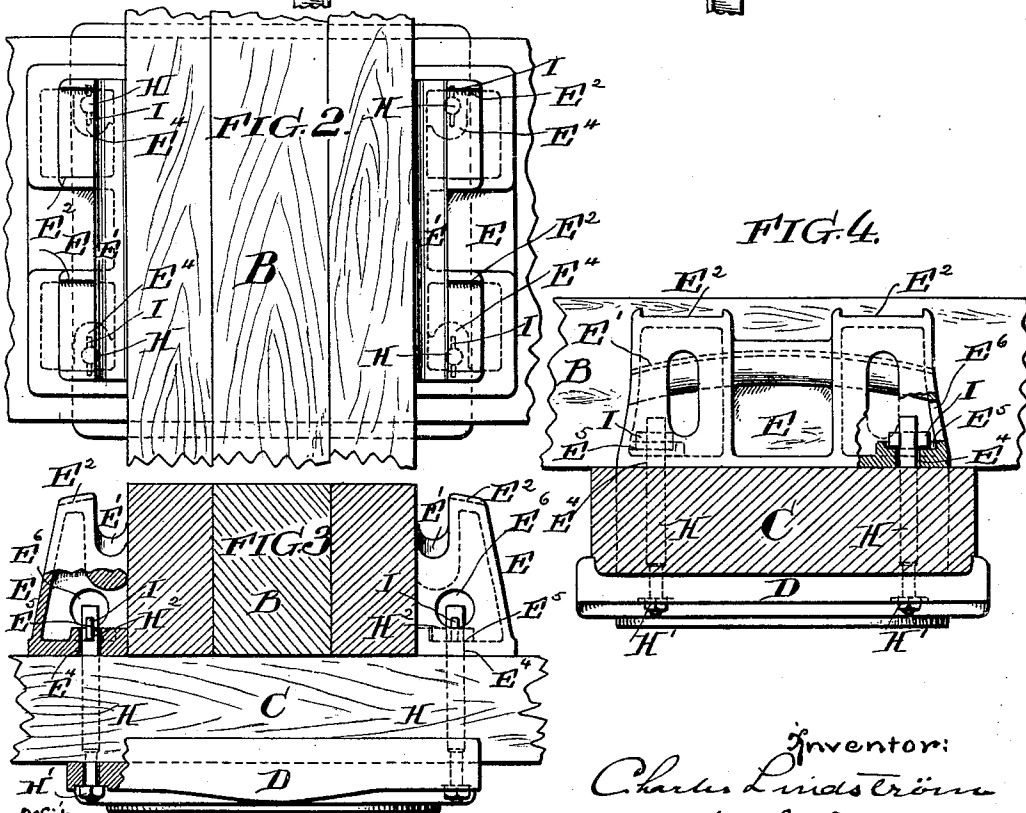


C. LINDSTRÖM.
CENTER PLATE FASTENING.

Patented Aug. 9, 1892.



Witnesses:
Henry D. Dwyer
J. H. Russell.

Inventor:
Charles Lindström
by his atty.
Frederic T. Chamberlain

UNITED STATES PATENT OFFICE.

CHARLES LINDSTRÖM, OF ALTOONA, PENNSYLVANIA.

CENTER-PLATE FASTENING.

SPECIFICATION forming part of Letters Patent No. 480,408, dated August 9, 1892.

Application filed May 5, 1892. Serial No. 431,882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES LINDSTRÖM, of Altoona, county of Blair, and State of Pennsylvania, have invented a certain new and useful Improved Device for Securing Center Plates to Body-Bolsters, of which the following is a true and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to railroad-cars, and has for its object to provide an improved device for securing the center plates to the body-bolsters against which they rest. Heretofore it has been usual to secure the plates in position by means of bolts, the heads of which are sunk in the upper faces of the bolster, the shank extending through the bolster and the threaded ends through appropriate holes in the center plate, nuts being used to secure the bolts in position by screwing on these threaded ends. This construction has been found objectionable, owing to the fact that the saddle-castings rest upon the body-bolster above the embedded bolt-heads, and in case the bolt breaks it is necessary to remove the castings before it can be taken out and replaced. The principal object I have in view is to enable the bolt to be inserted and removed more readily and without necessitating the removal of the saddle-castings.

The nature of my improvement will be best understood as described in connection with the drawings in which it is illustrated, and in which—

Figure 1 is a cross-sectional elevation through a railroad-car provided with my improvement. Fig. 2 is a plan view showing a portion of the central longitudinal sills, a portion of the body-bolster, and the saddle-castings connected therewith. Fig. 3 is an elevation showing the same parts and also the center plate, one of the saddle-castings being partly broken away to show its internal construction; and Fig. 4 is a side view of the same parts, one of the saddle-castings being again partly broken away.

A is the car; B, the central longitudinal

sills; C, the body-bolster; D, the center plate; E E, saddle-castings, these castings being used to support the tie-rods and are made of various shapes and constructions in the form shown. Appropriate grooves E' are provided for longitudinal tie-rods F, and grooves E² E² for the tie-rods G, used to support the body-bolster. Through the bottom of the saddle-castings at appropriate points are formed bolt-holes E⁴, at the top of which is a recess or seat E⁵, adapted to receive a key, as shown. Above this seat an opening E⁶ is formed through the side of the castings; but this is only necessary when the seats E⁵ are actually inclosed in the walls of the casting.

H H are bolts used in holding the center plate in position, H' being the nuts, and H² a slot formed in the opposite end of the bolt, which, it will be noticed, is not provided with any head.

I I, &c., are keys adapted to enter the slotted end H² of the bolts.

When it is desired to secure the center plate to the body-bolster, the saddle-castings being in place, as shown in the drawings, the bolts H are passed up through the appropriate holes in the body-bolster, their slotted ends H² passing through the bolt-holes H⁴ in the bottom of the saddle-castings. The keys I are then inserted in the slots H² (in the case shown the keys are inserted through holes E) and the holes pushed or permitted to fall down until the keys rest in the recess or seat E⁵, the size of which is such as will grasp the key and prevent it from getting out of the slot H². It is then only necessary to screw on the nuts H', which will hold the center plate securely in position. In case of a bolt breaking, the nut H' is unscrewed, the bolt pushed up until the key is out of recess E⁵, the key then removed and the bolt withdrawn downward, a new bolt being inserted in the way above described to take its place.

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

1. A saddle-casting E, having a bolt-hole E⁴

through its bottom and a key-seat E⁵ at the top of said hole, substantially as shown and described.

2. In combination, the body-bolster C, a
5 saddle casting or castings secured above the body-bolster and having bolt-holes E⁴ and key-seats E⁵, as described, a center plate D, bolts H, arranged to hold the center plate

and having slotted ends H², extending through the holes E⁴ of the saddle-castings, and keys I, adapted to enter the slotted bolt ends and rest in seats E⁵.

CHARLES LINDSTRÖM.

Witnesses:

JNO. D. BOWMAN,

ED. V. REIGH.