

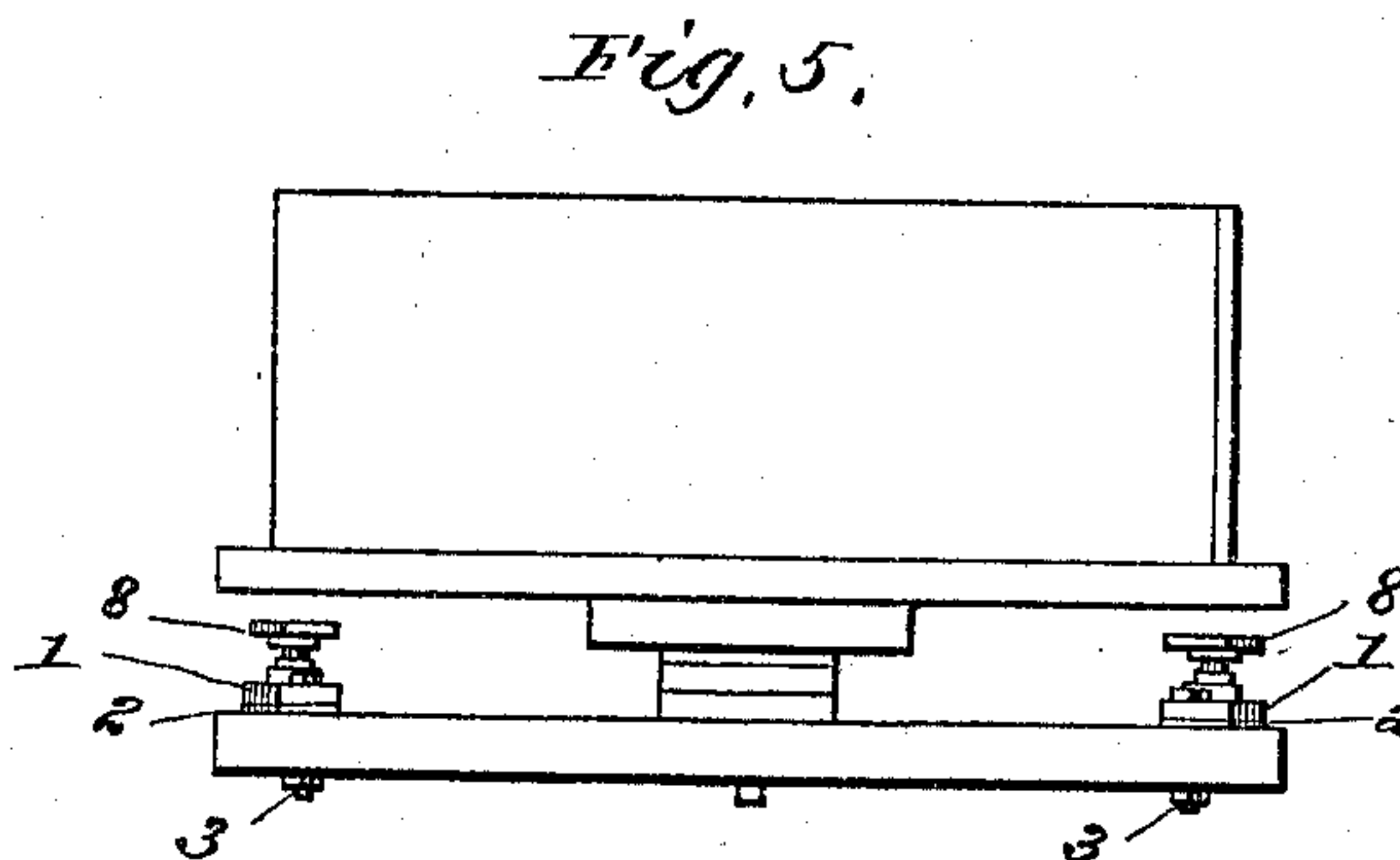
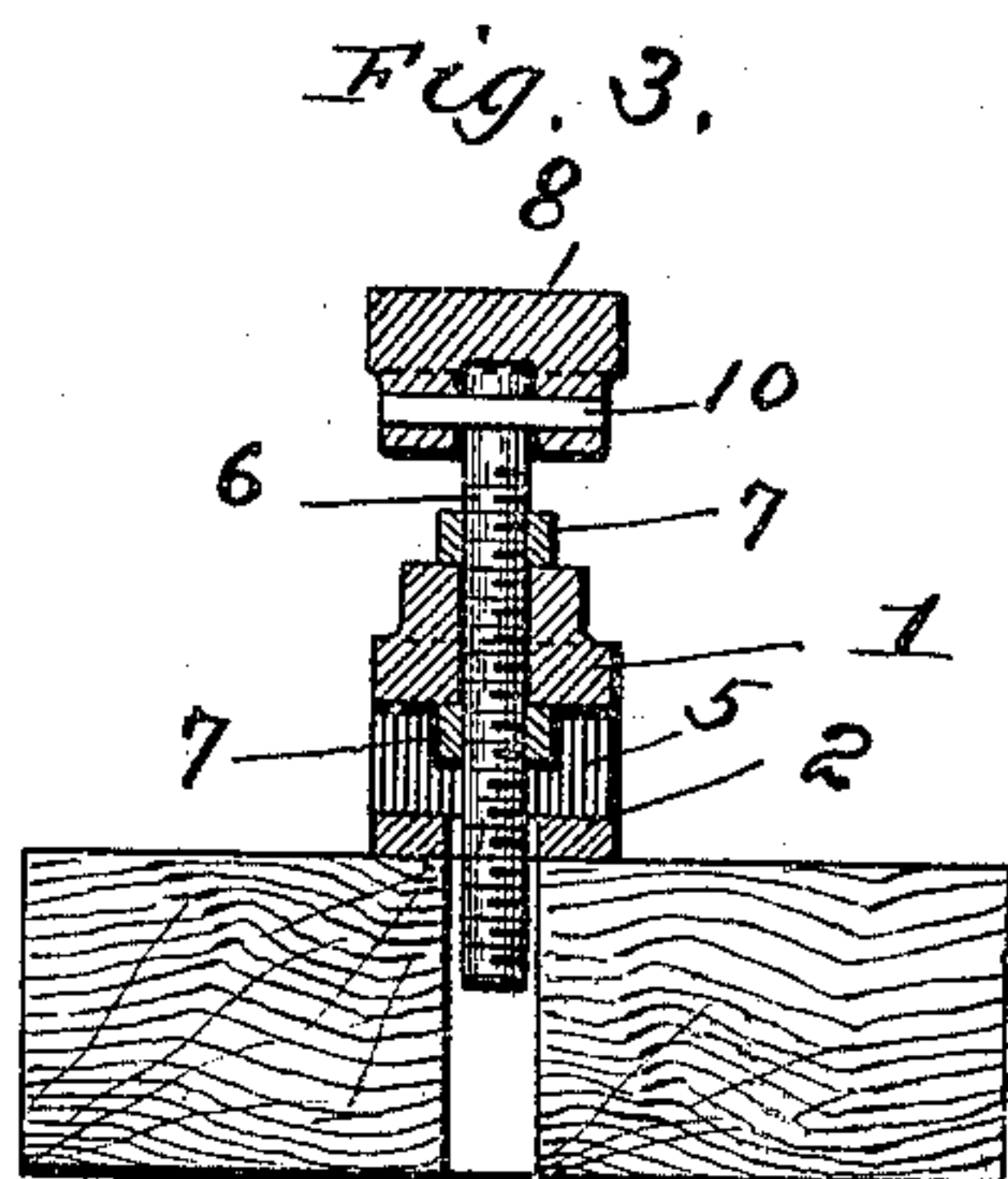
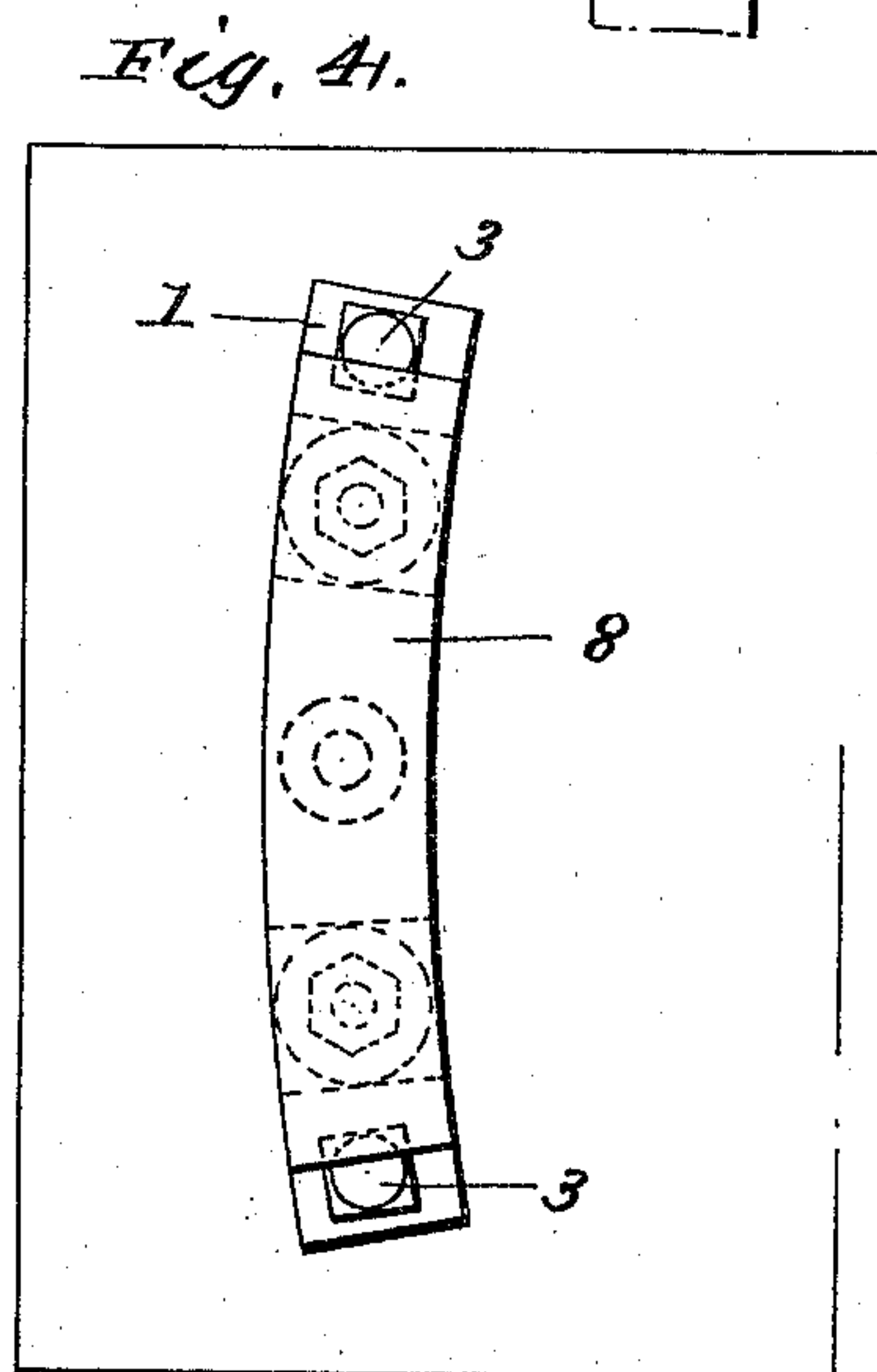
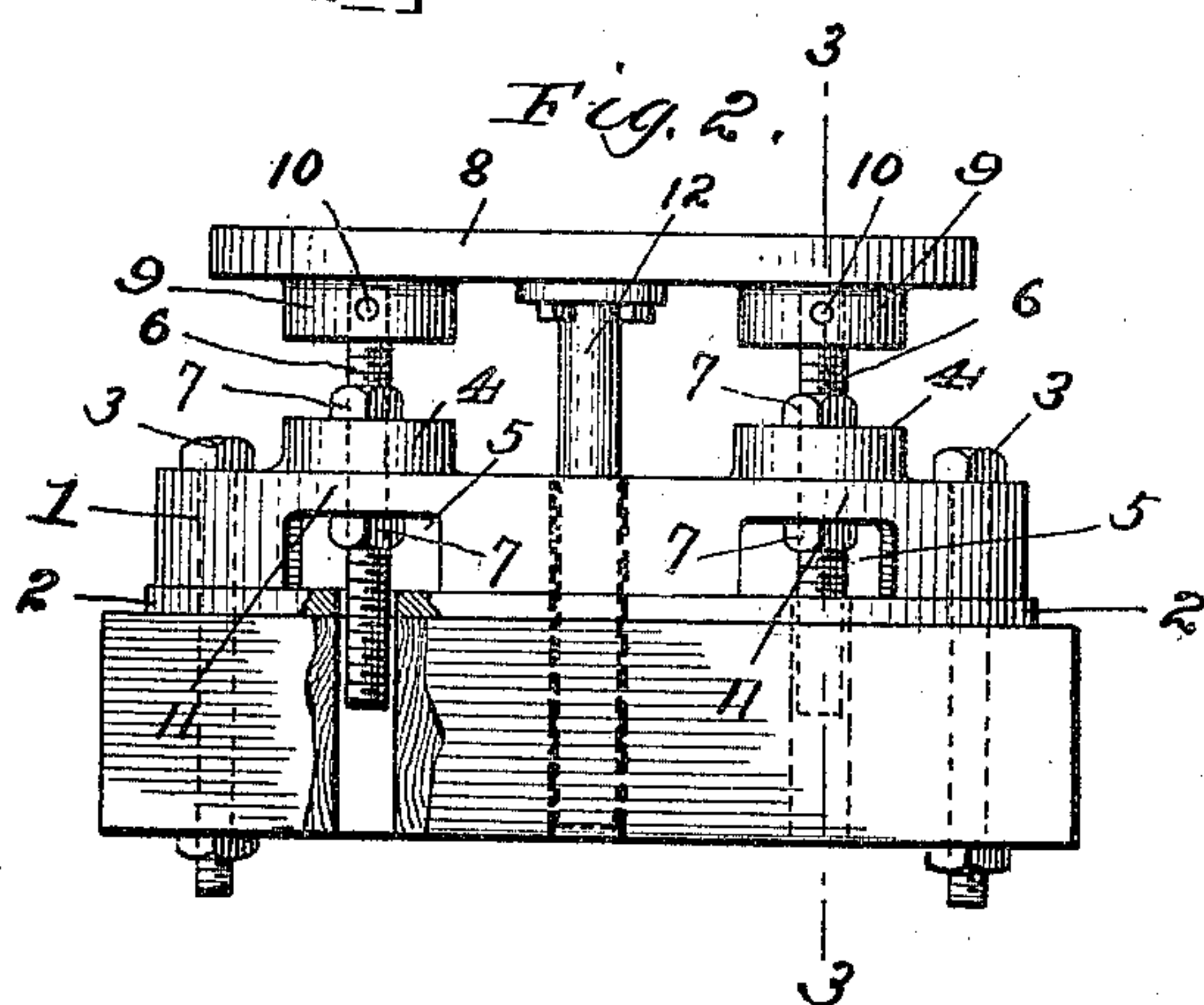
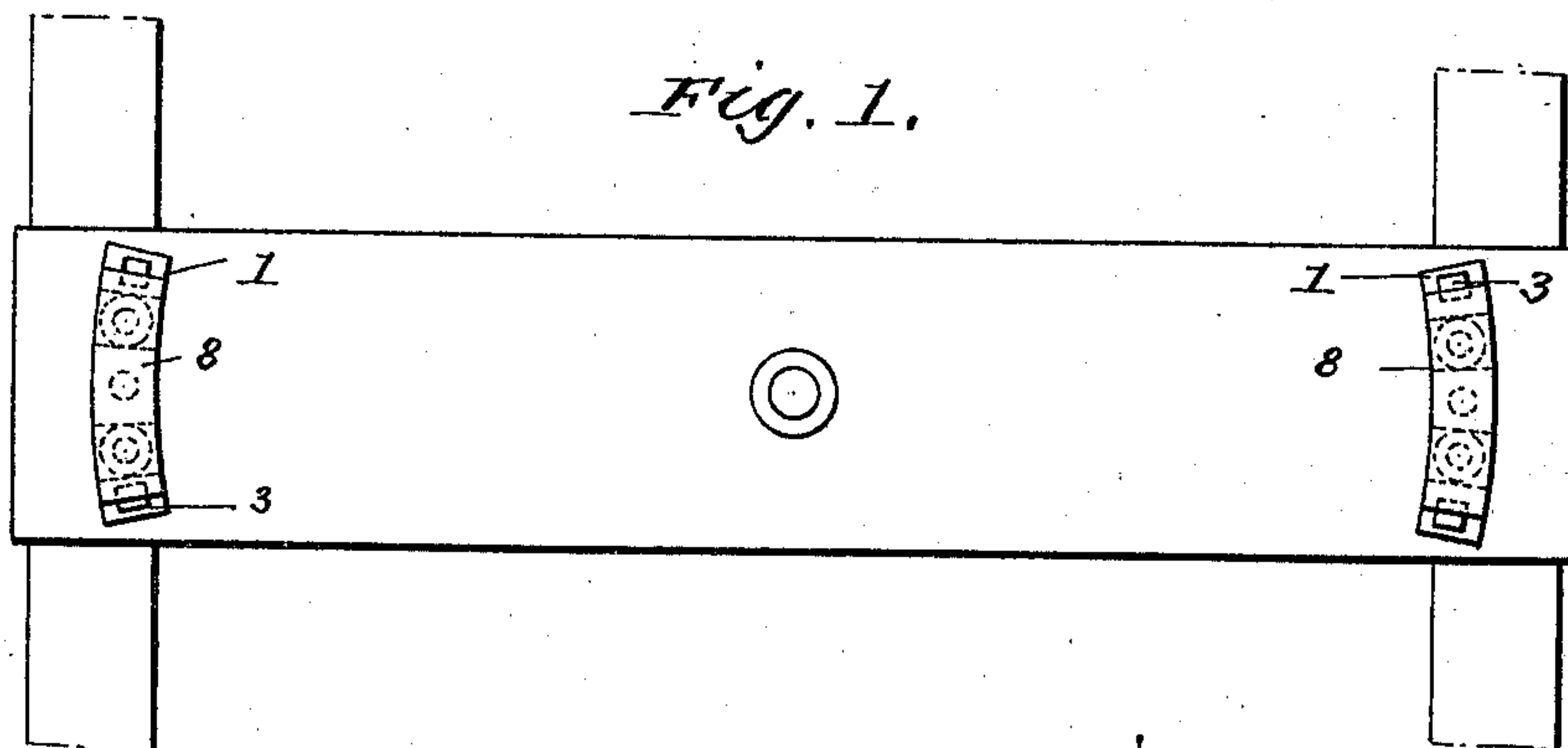
No. 638,240.

Patented Dec. 5, 1899.

J. P. HATCHER.
SIDE BEARING FOR RAILROAD CARS.

(Application filed May 25, 1899.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES P. HATCHER, OF HUNTINGTON, WEST VIRGINIA, ASSIGNOR OF ONE-HALF TO GEORGE HENKLE, OF SAME PLACE.

SIDE BEARING FOR RAILROAD-CARS.

SPECIFICATION forming part of Letters Patent No. 638,240, dated December 5, 1899.

Application filed May 25, 1899. Serial No. 718,225. (No model.)

To all whom it may concern:

Be it known that I, JAMES P. HATCHER, a citizen of the United States, and a resident of Huntington, county of Cabell, State of West Virginia, have invented certain new and useful Improvements in Side Bearings for Railroad-Cars, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a plan view of a portion of a truck provided with a pair of my improved side bearings. Fig. 2 is a side elevation of one of the bearings, partly in section. Fig. 3 is a vertical section taken on the line 3 3 of Fig. 2. Fig. 4 is a plan of Fig. 2, and Fig. 5 is a detail side elevation showing the location of the bearings with reference to the truck.

The object of the invention is to provide a simple and durable and extremely firm bearing to be attached to the truck to receive the impact or thrust of the car as it sways or careens on its central pivots, as more fully hereinafter set forth.

As will be observed, the device consists of a main base-plate 1, suitably curved and bolted down to the truck-beam, a supporting-plate 2 being interposed between said base-plate and the truck-beam and the securing-bolts 3 passing down through the base-plate, bearing-plate, and truck-beam. Upon the upper face of the plate or casting 1 are two bosses 4, and in the lower or under face of the plate or casting, coincident with the bosses, are two transverse notches or openings 5, formed by omitting portions of the metal at those points in casting the plate. The bosses and openings are formed on opposite sides of the center of the plate, equidistant from the center. Extending down through vertical passages formed through each of the bosses is a vertical screw 6, the lower end of which depends through an opening in the supporting-plate and truck. Each screw is supported in its opening by means of nuts 7 on the screws, one nut resting on top of the boss and one lying in recess 5 and bearing up against the upper wall thereof. Supported on the upper ends of the screws is a bearing-plate 8, which is curved slightly to correspond with the base-plate and is provided with sockets 9 on its

under side for the reception of the upper ends of the screws, the screws being removably attached thereto by pins 10.

It will be observed that this construction affords an exceedingly firm device whose bearing-plate may be readily removed and replaced by a new one when worn. It will be observed that the bearing-plate may be vertically adjusted and may be slightly tilted toward either end if it be worn more at one end than at the other. The nuts prevent the screws jarring down, the lower nut serving as a lock-nut upon the upper. The nuts may be readily gotten at, and, in fact, access may be had to all the parts, and the parts are all separable for renewal and repair. It will be observed that the strain is transmitted through the screws to the base-plate and by the base-plate and supporting-plate distributed evenly to the truck-beam. The bosses 4, together with the undercut recesses, form arch-like portions 11, making these parts of the base-plate sufficiently strong to receive heavy thrusts. In order to relieve the screws somewhat from transverse or bending strain, a depending brace and guide 12 is fastened to the under side of the bearing-plate midway between its ends, the depending part of the guide and brace working through nicely-fitting holes in the plates 1 and 2 and a corresponding opening in the truck-beam.

An essential feature of advantage lies in the fact that by my invention considerable time and labor are saved, as under the present system of supporting the cars they soon settle on the side bearings, necessitating the employment of a number of men to jack up the cars and take out the trucks to remedy the trouble. With my device one man can adjust or level the car in a few minutes and on the road, avoiding the necessity of taking the car to the shop.

I claim—

1. The combination of a base-plate arched upward at opposite sides of its center, forming transverse undercut recesses 5, each of said arches having a vertical opening there-through, means for fastening said base-plate to the truck-beam, a vertical screw passing through each of said recesses, a supporting-

nut on each screw, and a bearing-plate supported on the upper ends of the screws, substantially as and for the purposes set forth.

2. In a side bearing for cars, the combination of a base-plate arched at points on either side of its center, each of said arches forming a recess in the under side of the plate and extending transversely thereof, and each arch having a vertical passage through it, a vertical screw passing through each of said passages, two binding-nuts on each screw, one resting on top of the arch and one underneath thereof, a removable bearing-plate supported on the upper ends of said screws, and means for fastening the base-plate to the truck-frame.

3. The combination of a supporting-plate 2, a base-plate 1 supported thereon and arched on either side of its center and each arch having a vertical passage, means for fastening both plates to the truck-beam, a screw passing through each passage and depending through a recess in plate 2 and into an opening in the beam, supporting-nuts on said screw, and a removable bearing-plate supported on the screws.

4. The combination of a base-plate and means for fastening it to the truck, said base-plate being arched transversely equal distances from its center, and provided with a

vertical central passage and also a vertical passage through each arch, a screw passing through each passage in the arches, supporting-nuts on the screw, a bearing-plate on the upper ends of the screw, and a guide and brace depending from the bearing-plate and working through said central recess in the base-plate.

5. The combination of a base-plate and means for fastening it to the truck, two supporting-screws adjustably supported upon said base-plate, a bearing-plate supported on the upper ends of said screws, and a guide and brace carried by the bearing-plate and working through an opening in the base-plate.

6. The combination of a base-plate adapted to be fastened to a truck, two vertical screws adjustably supported on said base-plate and separated a suitable distance, one on each side of the center, and a bearing-plate supported on the upper ends of said screws, said screws being independently adjustable.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 15th day of May, 1899.

JAMES P. HATCHER.

Witnesses:

J. E. BICK,

C. A. POULTON.