No. 686,379. Patented Nov. 12, 1901.

F. B. AGLAR & A. G. STEINBRENNER.

S. L. SLATTERY, Administratrix of F. B. AGLAR, Dec'd.

SIDE BEARING FOR CAR TRUCKS.

(Application filed Mar. 18, 1901.)

(No Model.)

Fig. I.

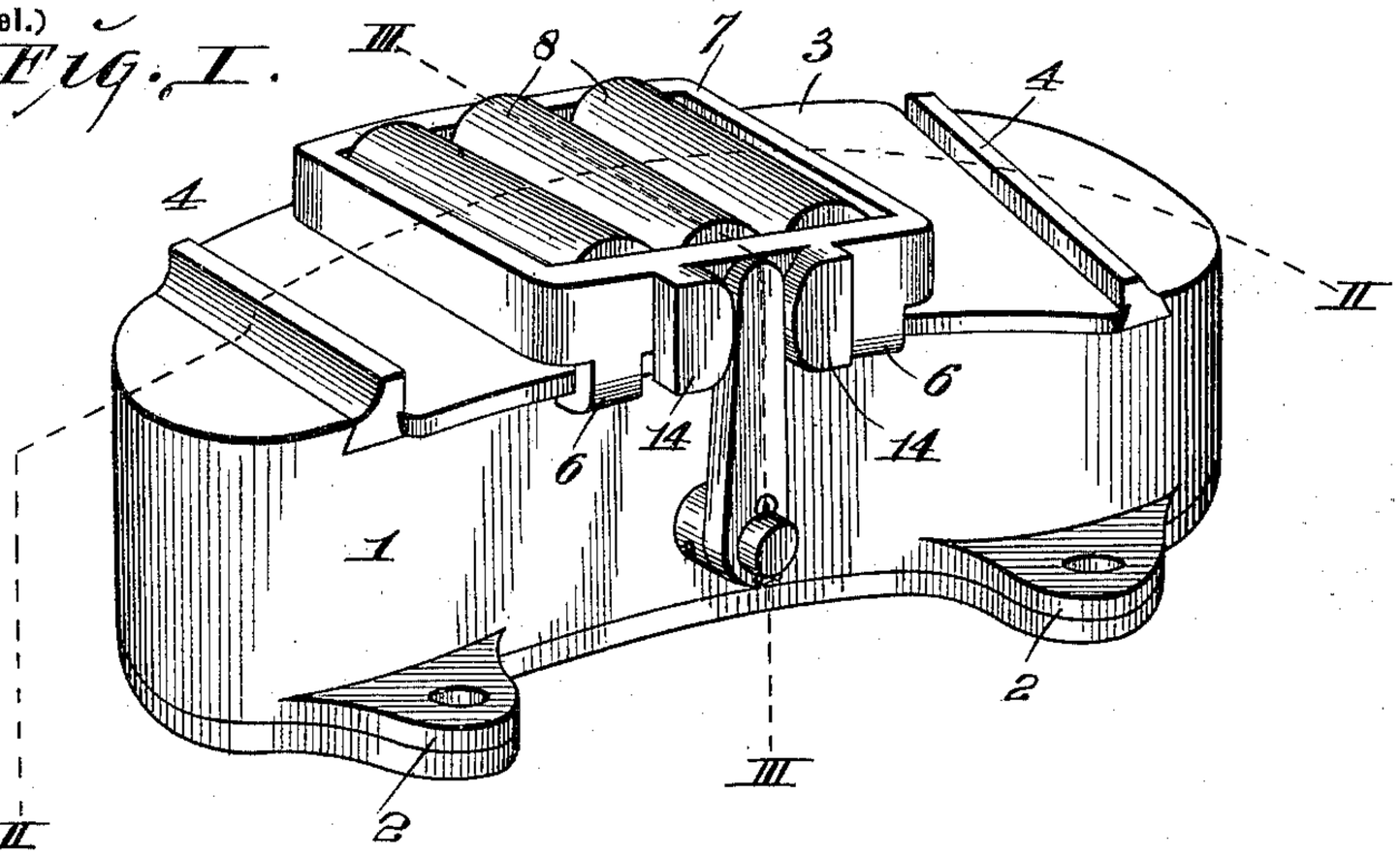


Fig. II.

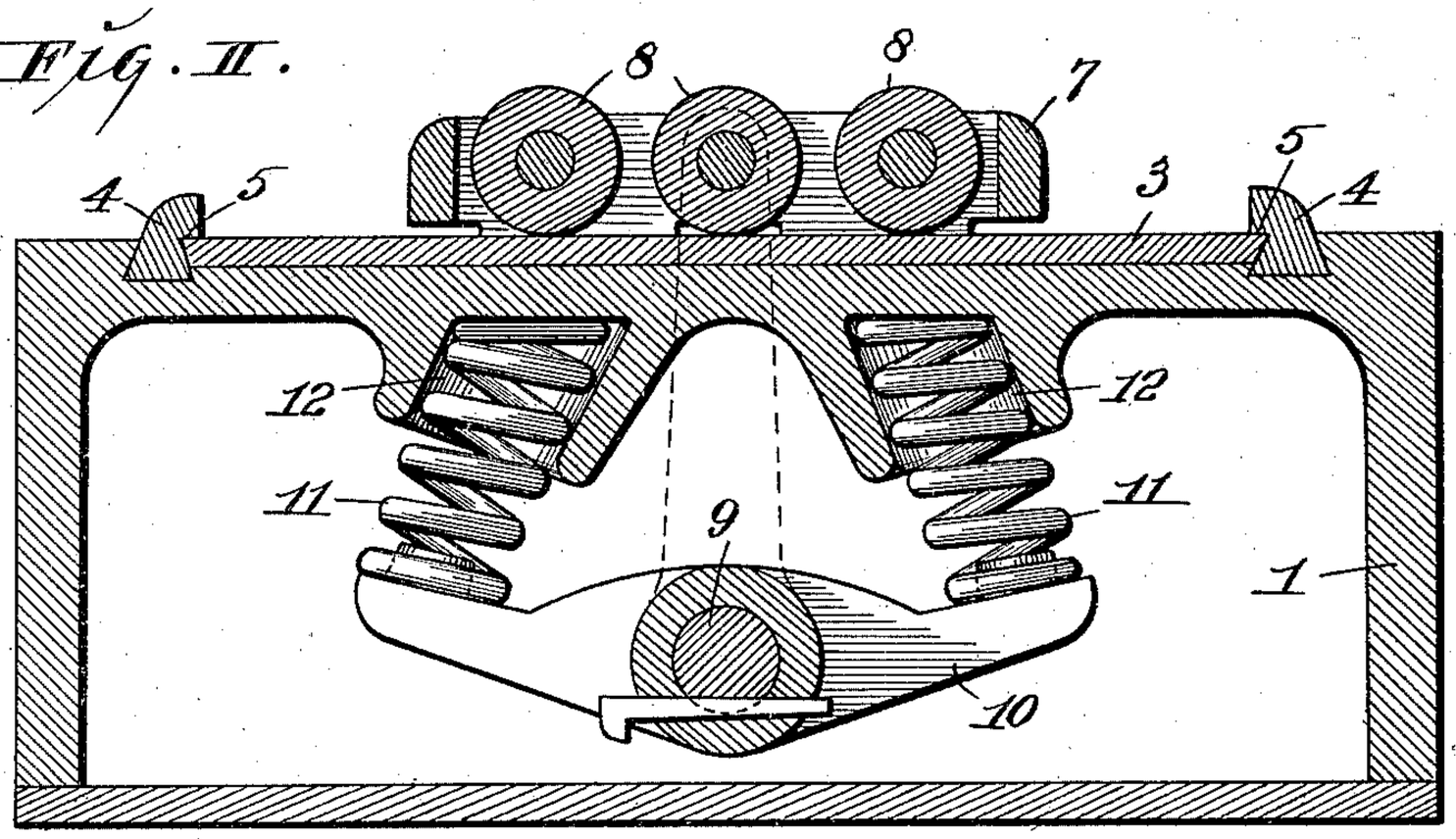
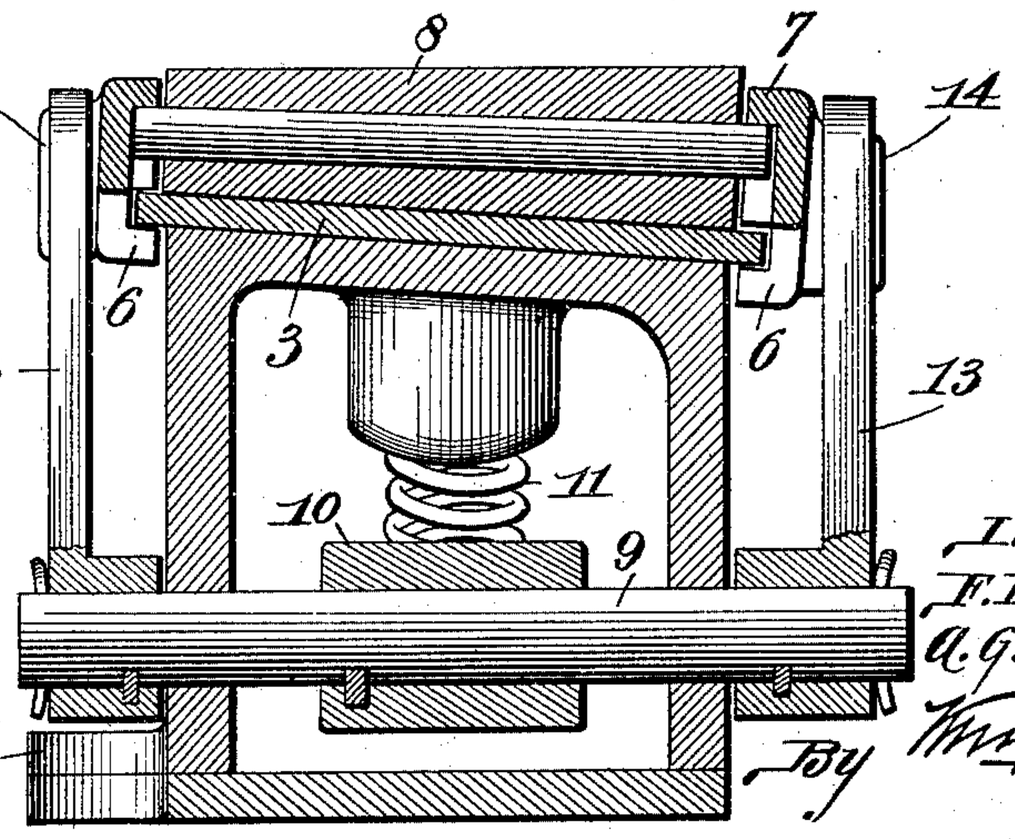


Fig. III.



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UNITED STATES PATENT OFFICE.

FRANCIS B. AGLAR AND ANDREW G. STEINBRENNER, OF ST. LOUIS, MISSOURI;
SUSAN L. SLATTERY ADMINISTRATRIX OF SAID AGLAR, DECEASED.

SIDE BEARING FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 686,379, dated November 12, 1901.

Application filed March 18, 1901. Serial No. 51,627. (No model.)

To all whom it may concern:

Be it known that we, FRANCIS B. AGLAR and ANDREW G. STEINBRENNER, citizens of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Side Bearings for Car-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

Our present invention relates to a simple and effective means for centralizing the roller-supporting carriage of a side bearing in the event of the side bearings of the body-bolster being moved out of contact with the rollers of the carriage in the oscillation of the car-body.

Our invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a perspective view of our improved side bearing. Fig. II is a vertical longitudinal section taken on line II II, Fig. I. Fig. III is a vertical transverse section taken on line III III, Fig. I.

1 represents the body of the bearings, which is provided with perforated ears 2 to receive the bolts that connect the bearing to the truck-bolster. (Not shown.) We have shown the body 1 made in box form.

3 is a plate held to the top of the body 1 by means of strips or bars 4, dovetailed into the body, and which have notches 5 engaging the ends of the plate. The sides of the plate overhang the body 1 to receive ears 6, formed on the carriage 7, that receives the rollers 8, the lower ends of the ears being turned in under the overhanging sides of the plate 3. The carriage is thus held to the plate, while free to move in a horizontal plane thereon. *Per se* there is nothing new about the carriage.

9 represents a rock-shaft journaled in the sides of the body 1 and to which within the body is keyed a cross-head 10, the opposite ends of which form seats for the lower ends of coiled springs 11, the upper ends of the springs 11 fitting in sockets 12, formed in the under side of the top of the body 1. The ends of the shaft 9 extend beyond the sides of the housing, and keyed thereto are levers 13, the upper ends of which fit between lugs or projections 14, formed on the ends of the carriage. The springs 11 act to hold the cross-head 10 in a horizontal position and the levers 13 in a vertical position, thus normally holding the carriage 7 in a central position on the body 1. As the train rounds a curve in the track the springs will yield to the pressure and permit the carriage to move in either direction, caused by the side bearing on the body-bolster bearing against the carriage, which is carried by the truck-bolster, and in the event of the side bearings of the body-bolster leaving the carriage due to abnormal oscillation of the car-body the carriage will be brought to central position on the body 1 by the action of the springs operating on the cross-head and through the shaft 9 and levers 13 on the carriage.

The parts are simple in construction, effective in operation, and not liable to get out of order.

While we have described the side bearing as being connected to the truck-bolster and prefer to so use it, still it is apparent that it might be connected to the body-bolster with the carriage resting on the side bearing of the truck-bolster.

While we have shown a lever 13 at each end of the rock-shaft, a lever at one end only may be employed, although we believe two are preferable, as there will be no tendency for the carriage to bind if moved by force at each end.

We claim as our invention—

1. In a side bearing for railway-trucks, the combination of a body, a carriage supported by the body, a rock-shaft journaled in the body, a cross-head secured to said shaft, springs acting to hold the cross-head in a horizontal position, and a lever secured to the shaft and which engages said carriage, substantially as set forth.

2. In a side bearing for railway-trucks, the combination of a body, a carriage movably mounted on the body, a rock-shaft journaled in the body, a cross-head secured to the shaft, a pair of springs fitting between the ends of the cross-head and the body, levers secured to the ends of the rock-shaft, and the upper ends of which fit between lugs formed on the

ends of the carriage, substantially as described.

3. In a side bearing for railway-trucks, the combination of a body, supporting a movable carriage, a rock-shaft journaled in the body, a lever secured to the shaft and engaging said carriage, and yielding means for holding said lever normally in a vertical position to keep the carriage normally in a central position, substantially as set forth.

FRANCIS B. AGLAR.
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In presence of—
E. S. KNIGHT,
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