No. 708,980. Patented Sept. 16, 1902.

W. S. ADAMS.

ADJUSTABLE TRUCK BEARING.

(Application filed Mar. 7, 1902.)

(No Model.)

Fig. 1.

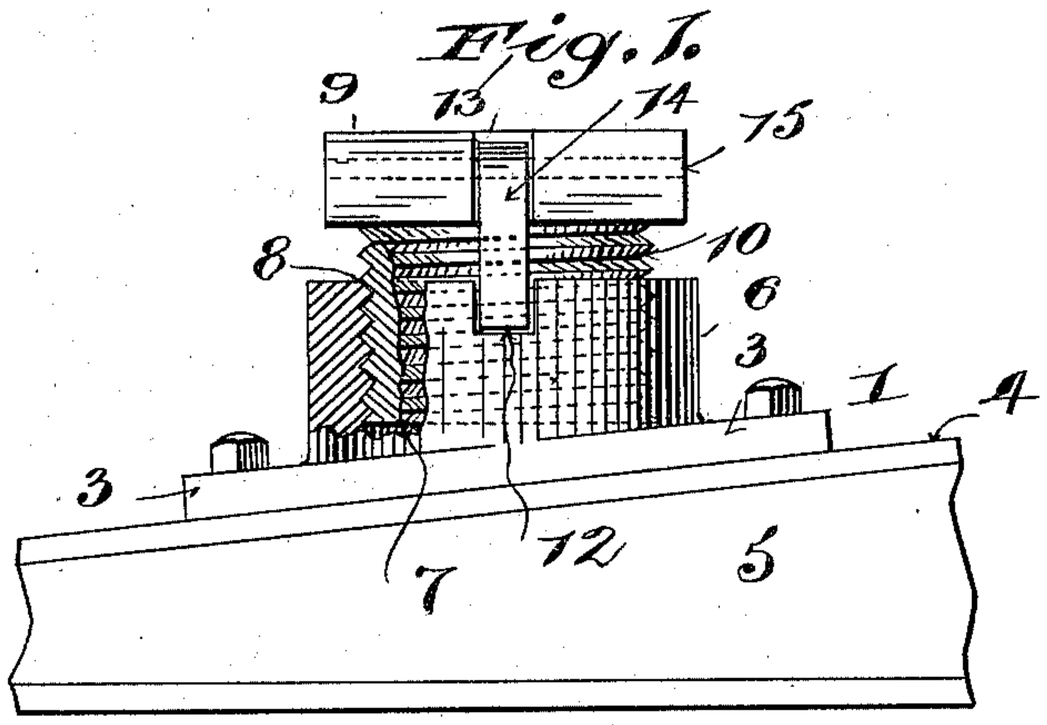


Fig. 2.

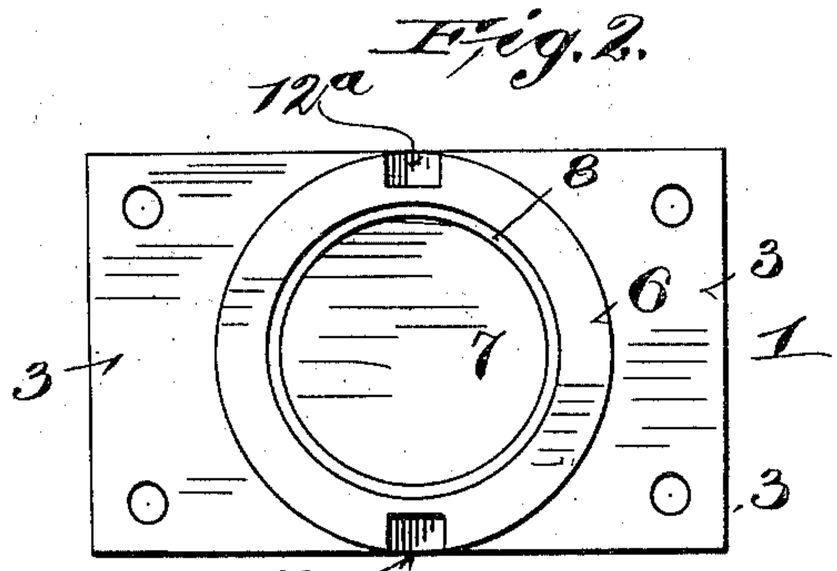


Fig. 3.

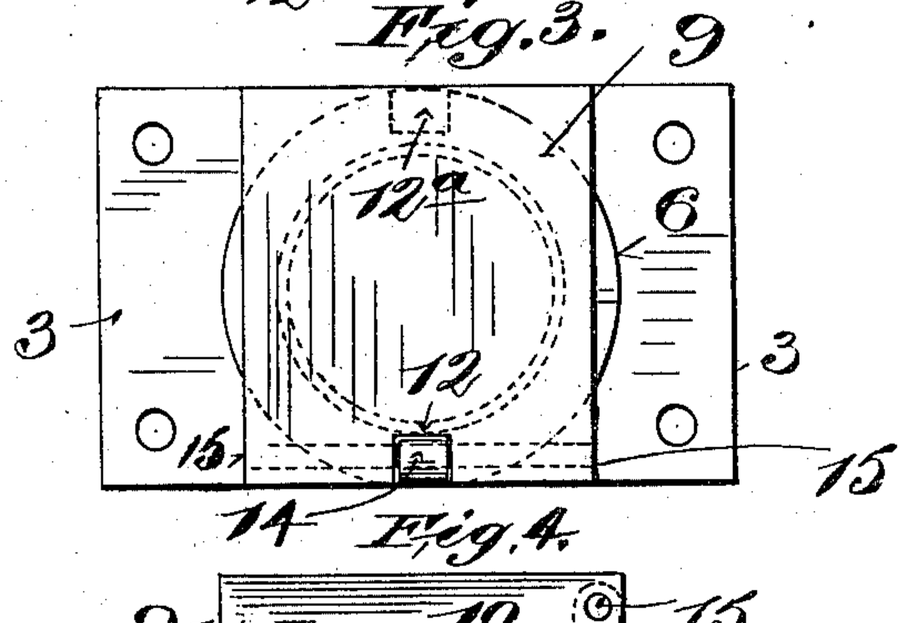
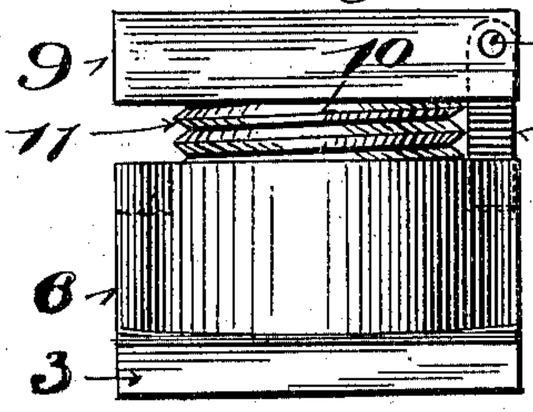


Fig. 4.



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UNITED STATES PATENT OFFICE.

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ADJUSTABLE TRUCK-BEARING.

SPECIFICATION forming part of Letters Patent No. 708,980, dated September 16, 1902.

Application filed March 7, 1902. Serial No. 97,052. (No model.)

To all whom it may concern:

Be it known that I, WALTER S. ADAMS, a citizen of the United States, and a resident of the city and county of Philadelphia, State of Pennsylvania, (and whose post-office address is care of the J. G. Brill Company, Sixty-second street and Woodland avenue, in said city,) have invented certain new and useful Improvements in Adjustable Truck-Bearings, of which the following is a specification.

My invention has relation to bearings employed on car-trucks, more specifically the side bearings thereof which are carried by the truck-bolster, and my improvements may be advantageously employed in connection with the bearings which are companion to the truck side bearings—namely, car rub-plates—or to the center bearing thereof.

I have illustrated my invention in connection with a truck side bearing; and the essential features of my invention reside in a bearing made in two parts, the parts being vertically adjustable relatively to each other, and means for locking the parts together in their position of adjustment, whereby accommodation of the bearing for wear or for height relatively to the car may be readily provided, the structure being strong and exceedingly simple and economical of manufacture.

My invention resides in the improved construction and combination of parts hereinafter described and finally pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a side elevation of the bearing shown in connection with a portion of a conventionally-constructed bolster, the bearing being partly in section. Fig. 2 is a plan view of the base of the bearing. Fig. 3 is a plan view of the entire bearing, and Fig. 4 is a side elevation thereof.

The bearing consists, primarily, of two parts, the base 1 and the head 2, which latter is adapted to be vertically adjusted relatively to the base and locked in its position of adjustment. The base, excepting the portion which receives the head, may be conventionally or otherwise constructed. In the present embodiment it consists of a casting having the outwardly-extending flanges 3 inclined at an angle to the vertical, so as to permit it to be supported upon the inclined upper bar 4 of a conventionally-constructed bolster 5, and an annular upwardly-extending hub or lug 6, within which is formed a depression 7, the interior of which is screw-threaded, as at 8.

The bearing proper or head 2 comprises the flanged crown or wear plate 9, and an interior threaded circular spindle 10, which is received within the depression 7, the thread 11 upon which the interiorly-formed thread 8 of the hub engages with.

It is clear that by rotating the head it may be raised or lowered vertically for the purpose of taking up wear or for the purpose of adjusting the weight to be carried on the bolster.

In order to prevent inadvertent movement on the part of the head and to lock the same in its relative position of adjustment, I have provided the following means: The exterior rim of the hub is provided with a recess 12. The overlapping wear-plate is provided with a recess 13, in which the upper end of a latch 14 is pivoted by means of a pin 15 passing through the flange and the latch. The latch is adapted to be swung into or out of contact with the recess 12 in the rim of the hub, and depth of this recess 12 should be so proportioned that the face end of the latch may have a bearing therein to prevent rotation of the head at the maximum or minimum points of elevation or depression thereof, and it is preferred that the end of the latch fit the sides of the recess snugly, so as to prevent it from being inadvertently disengaged. For this purpose any means may be employed as desired, such as a cotter-pin passed through the wall of the rim and the end of the latch.

I have shown the rim provided with two diametrically-located recesses 12 12^a, so that the head may be locked against further rotation at every half-turn; but it is clear that these recesses may be as many in number as desired and located so as to enable the head to be locked at any desired point during its rotation, thereby making the possibility of adjustment greater or smaller, as the needs of the constructor may demand.

Having described my invention, I claim—

1. The combination in an article of the

class described, of the base having an annular and interiorly-threaded hub, a head comprising a wear-plate, and a threaded stem engaging the interior thread of the said hub, and a lock extending from said wear-plate to said hub.

2. The combination in an article of the class described, of the base having an annular and interiorly-threaded and upwardly-extending hub, a recess formed in the outer surface, the head comprising the flanged wear-plate and the exterior-threaded spindle engaging the interior thread of the rim, and the latch pivoted to the said wear-plate, its free end being adapted to engage the said hub-recess.

3. The combination in an article of the class described, of a base comprising the rim, a depression formed within the rim, flanges extending from said rim, a screw-thread formed interiorly of the rim, the head comprising the flanged wear-plate and an exteriorly-threaded spindle engaging the thread of the rim, the latch pivotally supported by said flange-plate, and a recess in the rim to receive the free end of the latch.

Signed in the city and county of New York, State of New York, this 6th day of March, 1902.

WALTER S. ADAMS.

Witnesses:
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