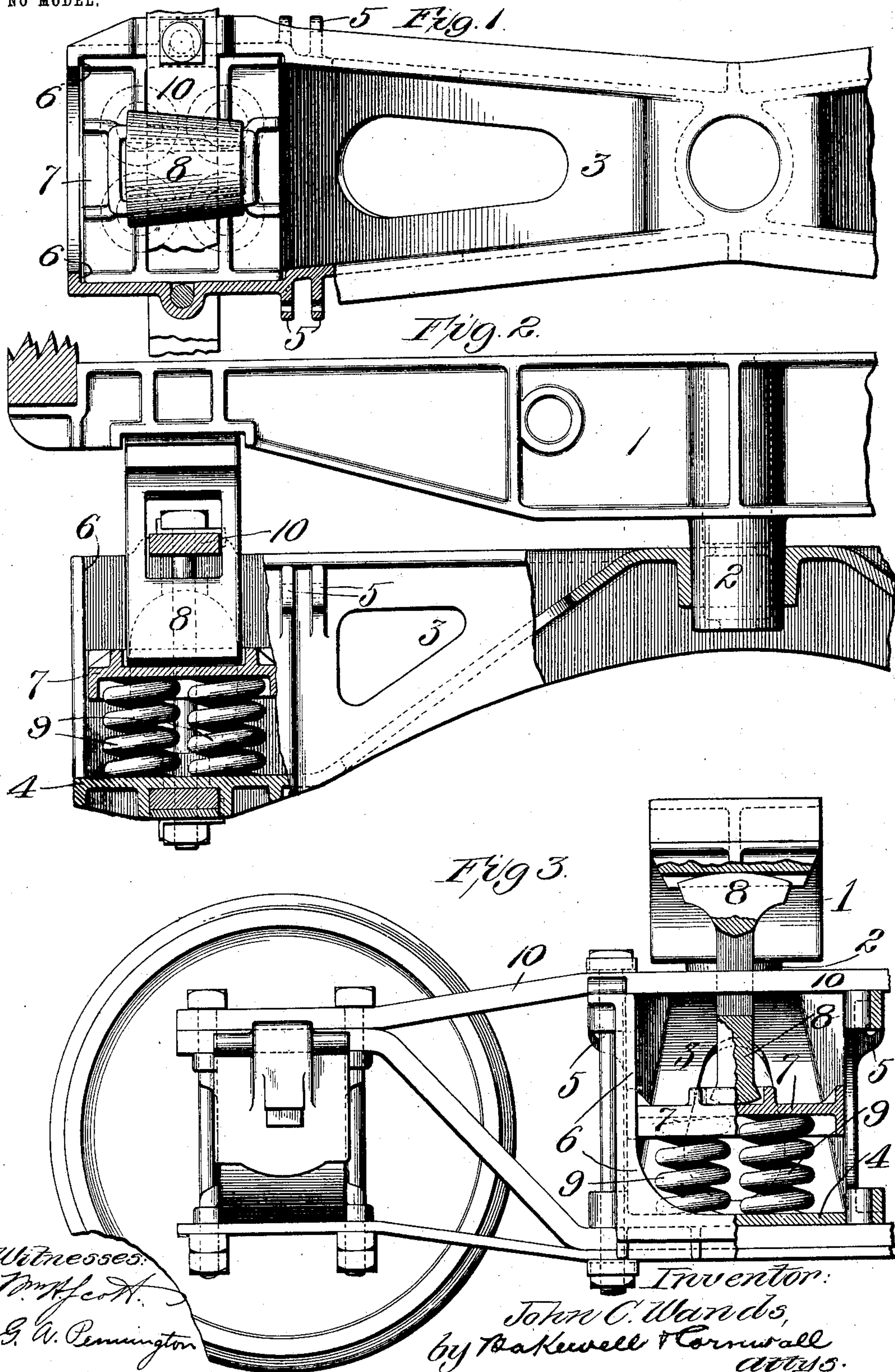


No. 753,766.

PATENTED MAR. 1, 1904.

J. C. WANDS.
ROCKER SIDE BEARING TRUCK.
APPLICATION FILED NOV. 28, 1903.

NO MODEL.



UNITED STATES PATENT OFFICE.

JOHN C. WANDS, OF ST. LOUIS, MISSOURI.

ROCKER SIDE-BEARING TRUCK.

SPECIFICATION forming part of Letters Patent No. 753,766, dated March 1, 1904.

Application filed November 28, 1903. Serial No. 183,026. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. WANDS, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented
5 a certain new and useful Improvement in Rocker Side-Bearing Trucks, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same,
10 reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top plan view of my improved rocker side-bearing truck. Fig. 2 is a vertical sectional view showing the bearing-truck
15 mounted on its support, and Fig. 3 is a side elevational view partly in section.

This invention relates to a new and useful improvement in rocker side-bearing trucks
20 designed particularly for use in connection with railway-cars, the object being to yieldingly support a rocking bearing in position on a spring-follower, said rocking bearing being located in vertical alinement with the arch-bars of the truck, the top arch-bar passing
25 through an opening therein, so that in the event of derailment the rocking bar will not be displaced.

My invention consists in the construction,
30 arrangement, and combination of the several parts of the device, all as will be hereinafter described and afterward pointed out in the claims.

In the drawings, 1 indicates the body-bolster, upon which the body of the car is mounted, from the center of which depends a pivot
35 lug or boss 2. It will be observed that I do not use center bearings, as the car is supported at its four corners by the side bearings and not at a central point with respect to the bolsters.
40

3 indicates a truck-bolster or transom, which consists of vertical side walls flanged outwardly at their upper edges and provided with
45 inclined cross-webs in the form of an arch, from the crown of which depend flanges forming an opening for the reception of the pivot-boss 2. The lower extremities of the arched web extend horizontally to form spring-seats

4, which are reinforced by strengthening-webs 50 providing seats for the lower arch and tie bars. Lugs 5 are also cast integral with the side walls of this transom, to which the brake-hangers are connected.

6 indicates shoulders formed on the inner 55 faces of the side walls, between which is vertically guided a spring-follower 7, forming a seat for the lower end of the rocker-bar 8. This spring-follower is supported by springs 9, arranged upon the spring-seat of the transom 3 in the same manner as bolster-springs 60 are usually mounted and arranged. The rocking side bearing 8 is preferably constructed with an enlarged lower end in order that the rolling engagement with the follower may be
65 extended, and through an opening in this rocking bearing is arranged the top arch-bar 10, whose function is to prevent displacement and also to arrest the rocking bar at its extreme
70 rocking positions. The upper end of this rocking bar is enlarged to form a rolling head whose upper surface is curved on an arc of a circle described from a center preferably
75 common to the arc of the lower end of said rocking bar. The body-bolster 1 is formed with a seat to receive the upper end of the
80 rocking bar, which seat is slightly depressed for well-understood reasons.

From the above it will be seen that the weight of the car-body is supported at its 80 four corners by the rocking bars, which bars are in turn yieldingly held in position by the spring-supported follower. The method of supporting the car-body does not in any way
85 interfere with the swinging motion of the truck on its pivot 2, as the rocking bars accommodate such movement by rolling on their respective contact-faces. The weight of the car is applied directly in vertical alinement
90 with the arch-bars, and this fact contributes materially to the life of the structure, reducing the necessity for repairs to a minimum.

I am aware that minor changes in the construction, arrangement, and combination of the several parts of my device can be made 95 and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

5 1. The combination with a transom, of a spring-supported follower guided vertically therein, and a rocking bar having rolling engagement with said follower; substantially as described.

10 2. The combination with a transom having a spring-supported follower arranged therein, a top arch-bar, and a rocking bar in vertical alinement with the arch-bar and supported by said follower, said bar having a rolling engagement with said follower; substantially as de-
15 scribed.

20 3. The combination with a transom, of a spring-supported follower arranged therein, a top arch-bar in vertical alinement with said follower, a rocking bar provided with an opening through which the top arch-bar passes, said rocking bar being in vertical alinement with the arch-bar, and a body-bolster with

which said rocking bar has a rolling engagement; substantially as described.

4. The combination with a transom having 25 vertical guideways, of a spring-follower arranged therein, springs for supporting said follower, a seat in the upper face of said follower, a rocking bar having rolling engagement with said seat, and provided with an open- 30 ing for the passage of the top arch-bar, with which arch-bar the said rocking bar is in vertical alinement, and a body-bolster having a pivotal connection with the truck and having a recessed seat for rolling engagement with 35 the upper end of the rocking bar; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 25th day of November, 1903.

JOHN C. WANDS.

Witnesses:

GEORGE BAKEWELL,
RALPH KALISH.