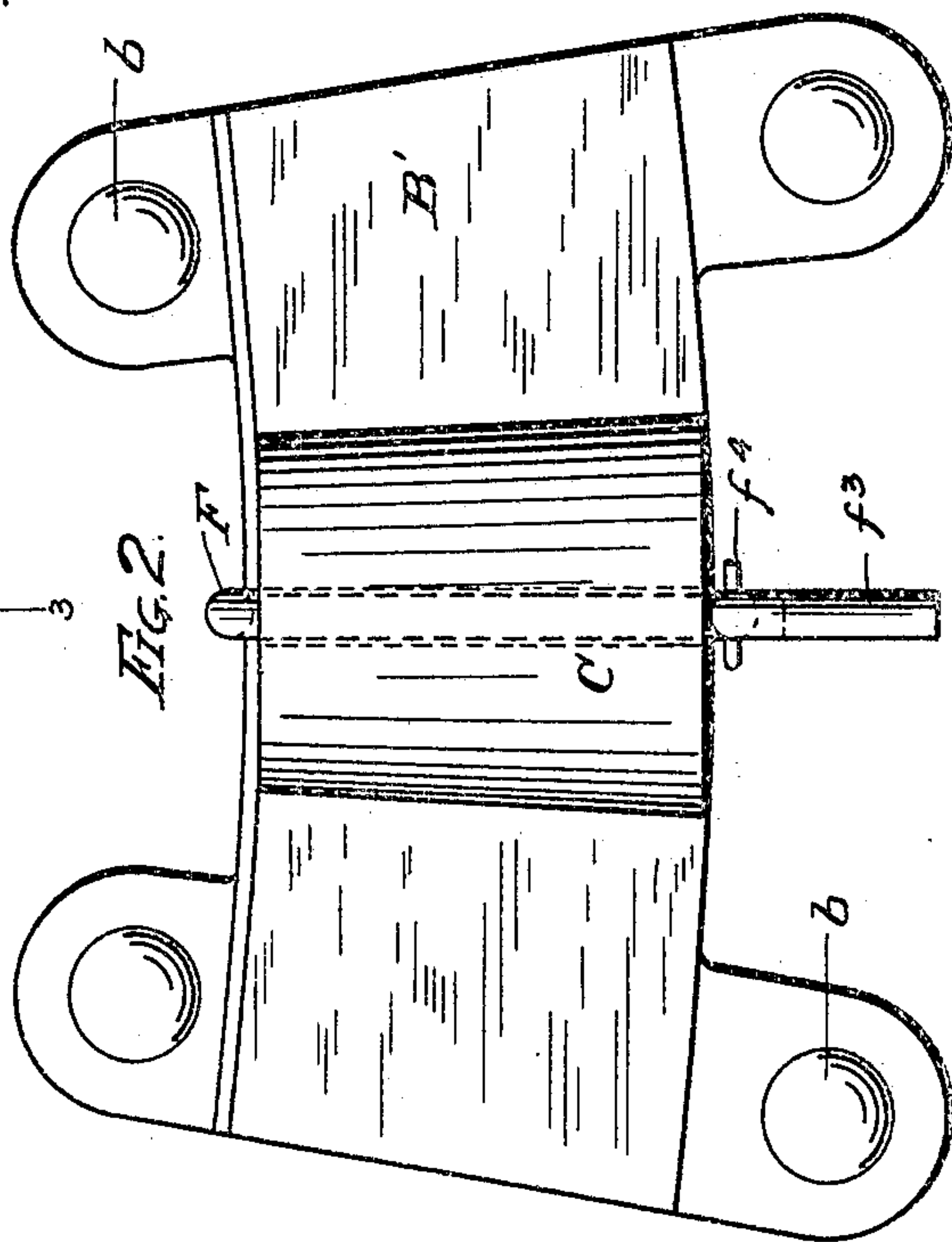
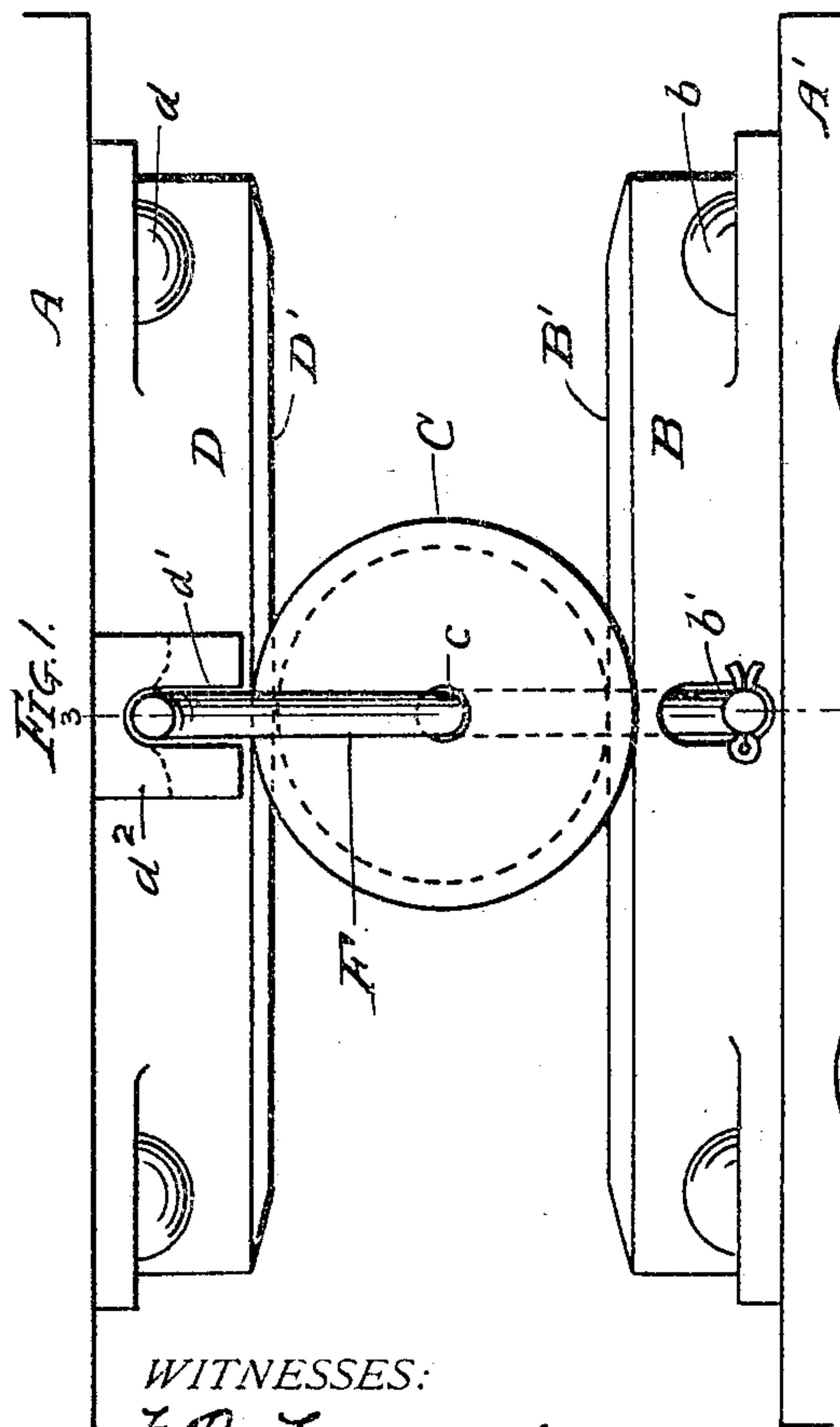
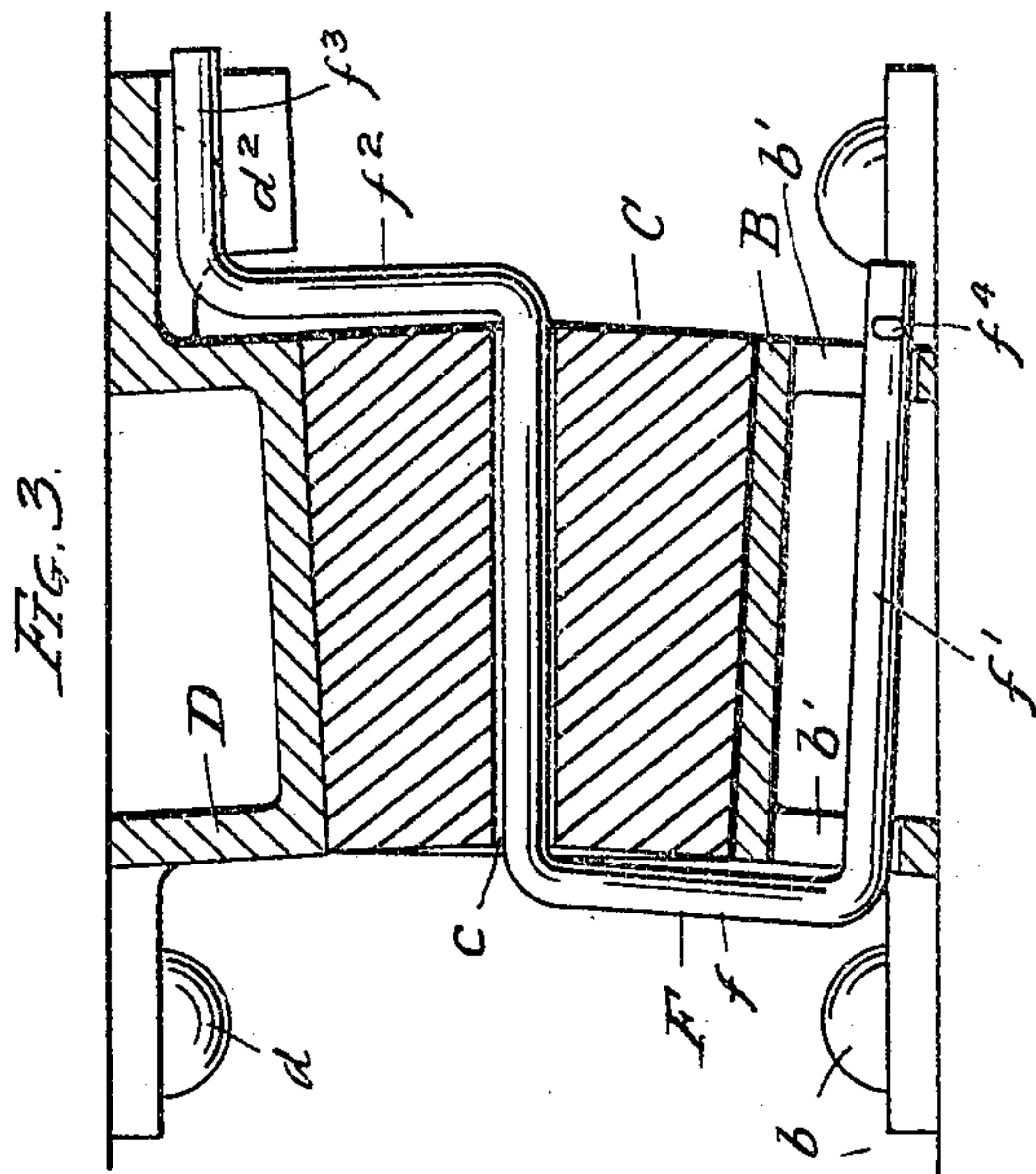


No. 787,938.

PATENTED APR. 25, 1905.

J. F. O'CONNOR.
ROLLER SIDE BEARING FOR RAILWAY CARS.

APPLICATION FILED JAN. 28, 1905.



WITNESSES:
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UNITED STATES PATENT OFFICE.

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ROLLER SIDE BEARING FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 787,938, dated April 25, 1905.

Application filed January 28, 1905. Serial No. 243,017.

To all whom it may concern:

Be it known that I, JOHN F. O'CONNOR, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have
5 invented a new and useful Improvement in Roller Side Bearings for Railway-Cars, of which the following is a specification.

My invention relates to improvements in roller side bearings for railway-cars.

10 The object of my invention is to provide a side bearing of a strong, efficient, and durable construction and in which the roller interposed between the upper and lower bearing-plates will be automatically kept in a central or
15 proper relative position in respect to the bearing-plates when the car, after passing around a curve, again passes onto a straight track and which may also be readily and conveniently applied.

20 My invention consists in the means I employ to practically accomplish this object or result—that is to say, it consists, in connection with the upper and lower bearing-plates—one secured to the body-bolster and the other
25 to the truck-bolster and each having a roller-track preferably curved about the king-bolt as a center—of a bearing-roller preferably conical in form to correspond to the curvature of the upper and lower tracks, between which it
30 is interposed, and a roller regulating or positioning device consisting of a bent lever extending axially through the roller and having an arm provided with a pivot member fitting in and extending through a closed slot in the
35 lower bearing-plate and its other or upright arm furnished with a pivot member fitting in an open slot in the upper bearing-plate, so that the roller and its equalizing or positioning device or lever may be readily mounted on
40 the car or removed therefrom without removing the car from its trucks and so that the roller and its positioning device or lever may be securely connected to the lower bearing-plate, thus preventing danger of the parts
45 being lost, while at the same time in case of derailment the positioning device or lever does not tie the upper and lower bearing-plates together.

My invention also consists in the novel con-

struction of parts and devices and in the novel
50 combinations of parts and devices herein shown or described.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation of a roller side bearing embodying my
55 invention. Fig. 2 is a plan view showing the roller and lower bearing-plate. Fig. 3 is a vertical section on line 3 3 of Fig. 1.

In the drawings, A represents the body-bolster, and A' the truck-bolster, of a car to
60 which my invention is applied.

B is the lower bearing-plate secured by bolts *b* to the truck-bolster and having a curved and slightly-inclined track B' for the roller C.

D is the upper bearing-plate secured to the
65 body-bolster A by bolts *d* and provided with a corresponding track or tread D' for the roller C.

The bearing-roller C is preferably of conical form, and the tracks or treads B' D' of
70 the bearing-plates B D are preferably curved about the king-bolt as a center and slightly inclined to correspond to the conical form of the roller C. The bearing-roller C is furnished with a central hole or bearing *c* to receive the
75 roller regulating or positioning device F, which is preferably in the form of a bent lever formed of a round rod having a depending arm *f*, furnished with a pivot member *f*', which extends through and fits in a trans-
80 versely-extending closed slot *b'* in the lower bearing-plate B. The roller regulating or positioning device or bent lever F is also provided with an upright arm *f*², having a pivot member *f*³, which fits in an open slot *d'*² in
85 the marginal flange or projection *d*² of the upper bearing-plate D. The pivot member *f*¹ on the depending arm *f* of the roller regulating or positioning device F is preferably
90 furnished with a key *f*⁴ to permanently connect the device F and through it the roller C with the lower bearing-plate B. As the slot *d'* in the upper bearing-plate is an open slot, the positioning device or bent lever F may
95 freely disengage itself from the upper bearing-plate in case of derailment, and this construction also enables the bearing-roller C and positioning device F to be readily applied to

the car or removed therefrom when desired.

I claim—

1. In a roller side bearing for railway-cars, the combination with upper and lower bearing-plates, of a bearing-roller interposed between the same, and a roller regulating or positioning device extending through the roller and having a depending arm furnished with a pivot member extending through and fitting in a closed slot with which the lower bearing-plate is provided, and having an upright arm furnished with a pivot member fitting in an open slot with which the upper bearing-plate is provided, substantially as specified.

2. In a roller side bearing for railway-cars, the combination with upper and lower bearing-plates each having a transversely-extending slot, of a bearing-roller interposed between said bearing-plates and having an axial opening, of a roller regulating or positioning bent lever extending through said roller and having a depending arm furnished with a pivot member fitting in the transverse slot of the lower bearing-plate, and an upright arm furnished with a pivot member fitting in the transverse slot of the upper bearing-plate, substantially as specified.

3. In a roller side bearing for railway-cars, the combination with upper and lower bearing-plates, of a bearing-roller interposed between the same, and a roller regulating and

positioning device extending through the roller and having a depending arm furnished with a pivot member extending through and fitting in a closed slot with which the lower bearing-plate is provided, and having an upright arm furnished with a pivot member fitting in an open slot with which the upper bearing-plate is provided, said upper and lower bearing-plates having curved tracks for the roller, and said bearing-roller being of frusto-conical form, substantially as specified.

4. In a roller side bearing for railway-cars, the combination with upper and lower bearing-plates each having a transversely-extending slot, of a bearing-roller interposed between said bearing-plates and having an axial opening, of a roller regulating or positioning bent lever extending through said roller and having a depending arm furnished with a pivot member fitting in the transverse slot of the lower bearing-plate, and an upright arm furnished with a pivot member fitting in the transverse slot of the upper bearing-plate, said upper and lower bearing-plates having curved tracks for the roller, and said bearing-roller being of frusto-conical form, substantially as specified.

JOHN F. O'CONNOR.

Witnesses:

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