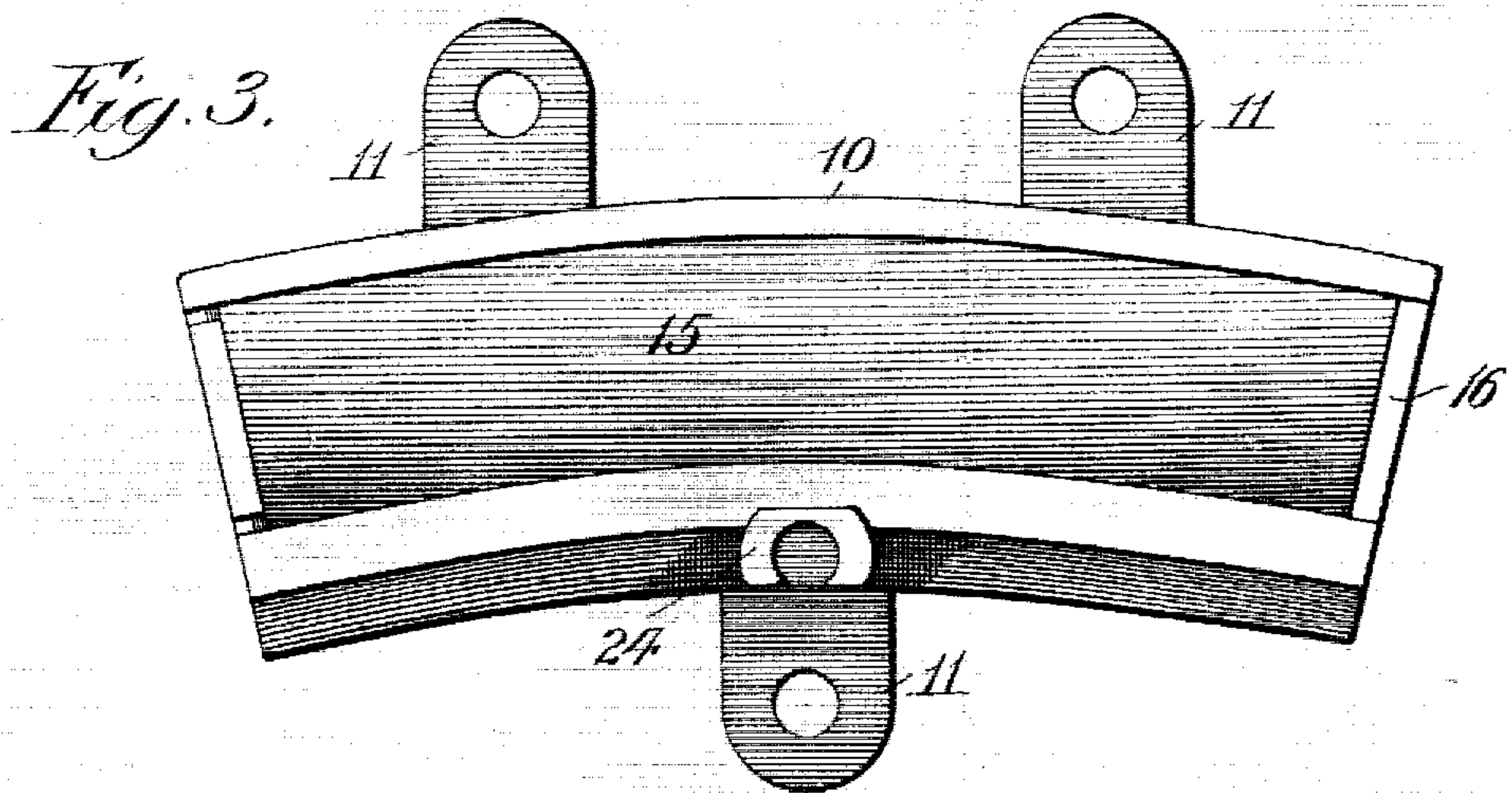
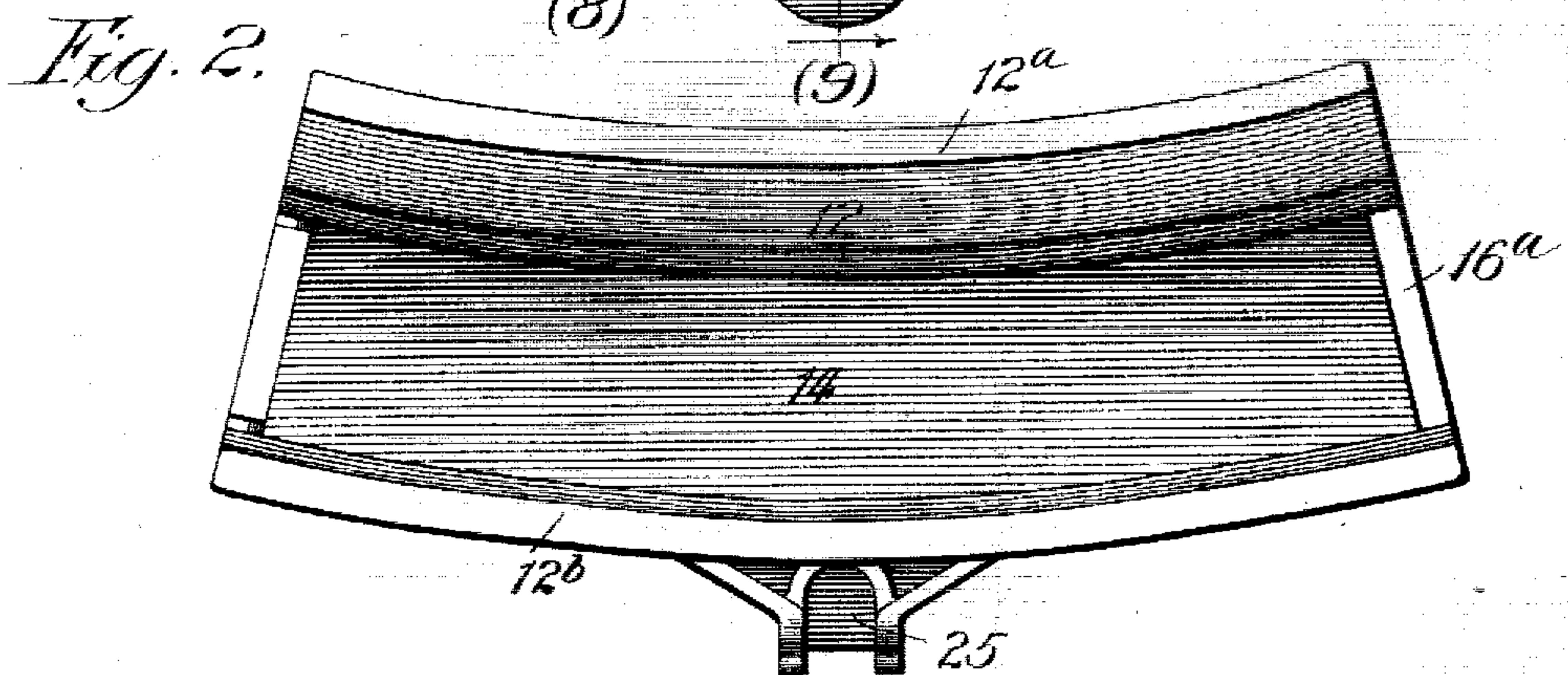
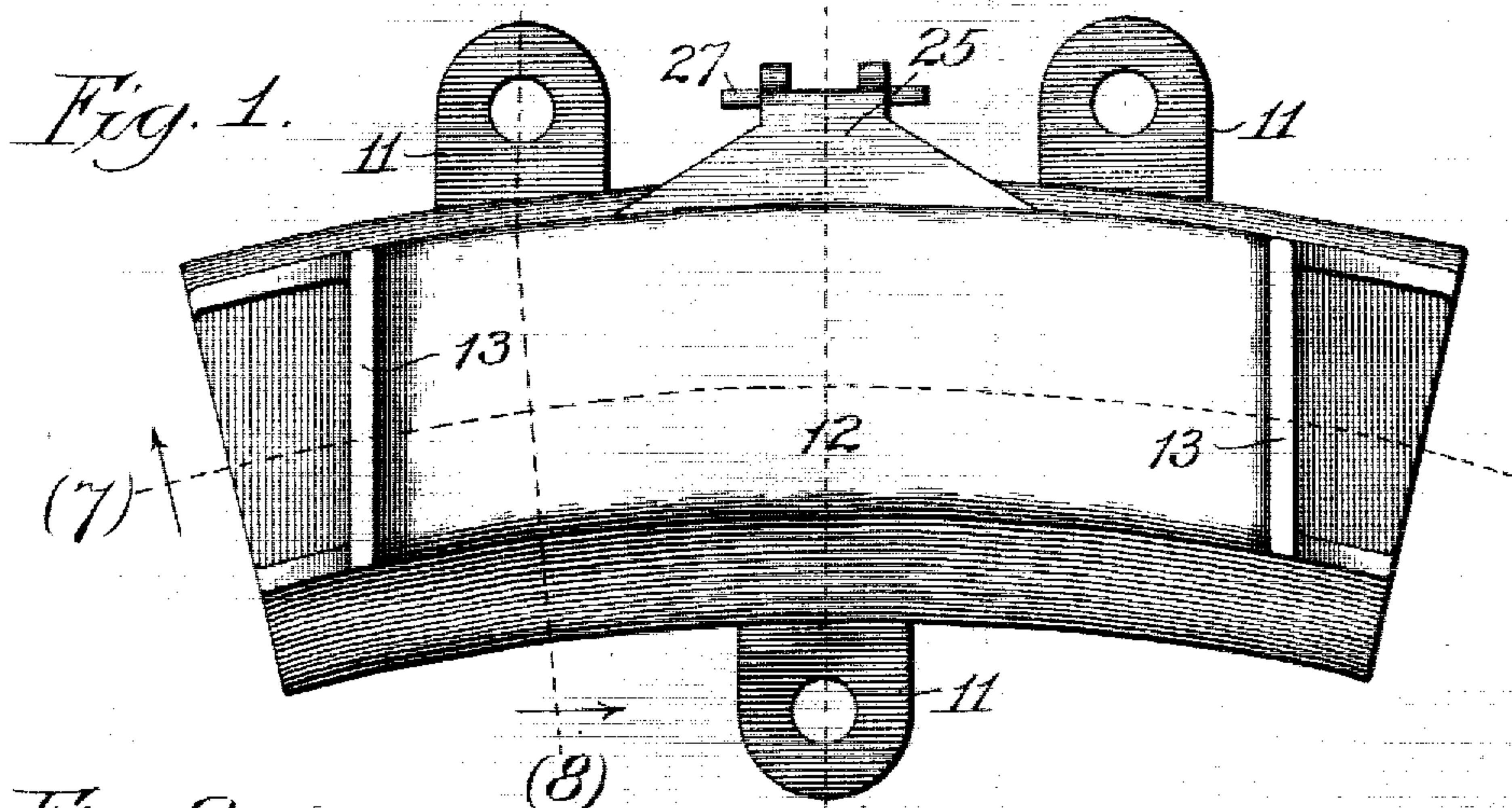


C. E. BAUER & F. L. SUSEMIHL.

TRUCK SIDE BEARING.

APPLICATION FILED NOV. 18, 1904.

3 SHEETS—SHEET 1.



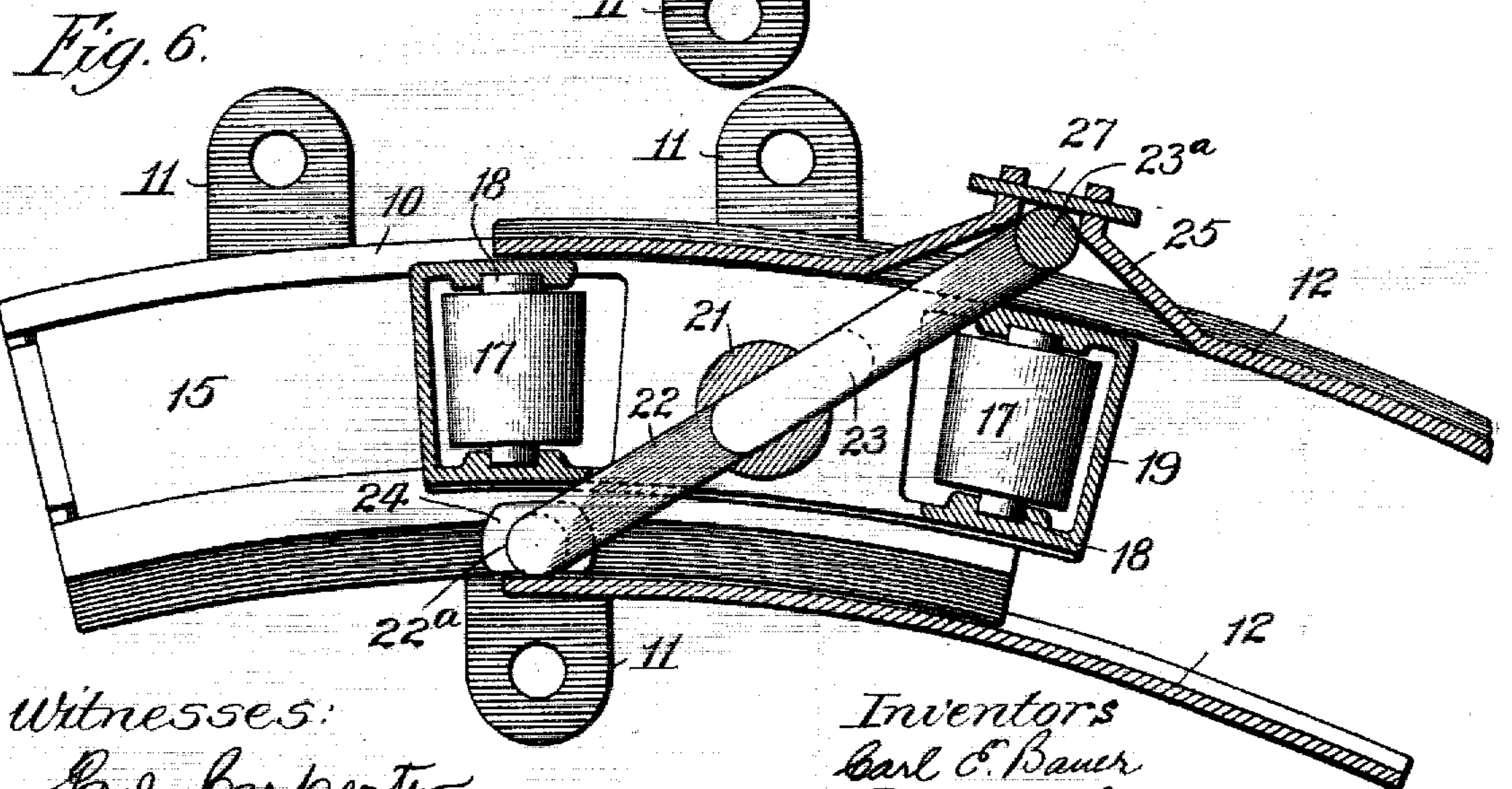
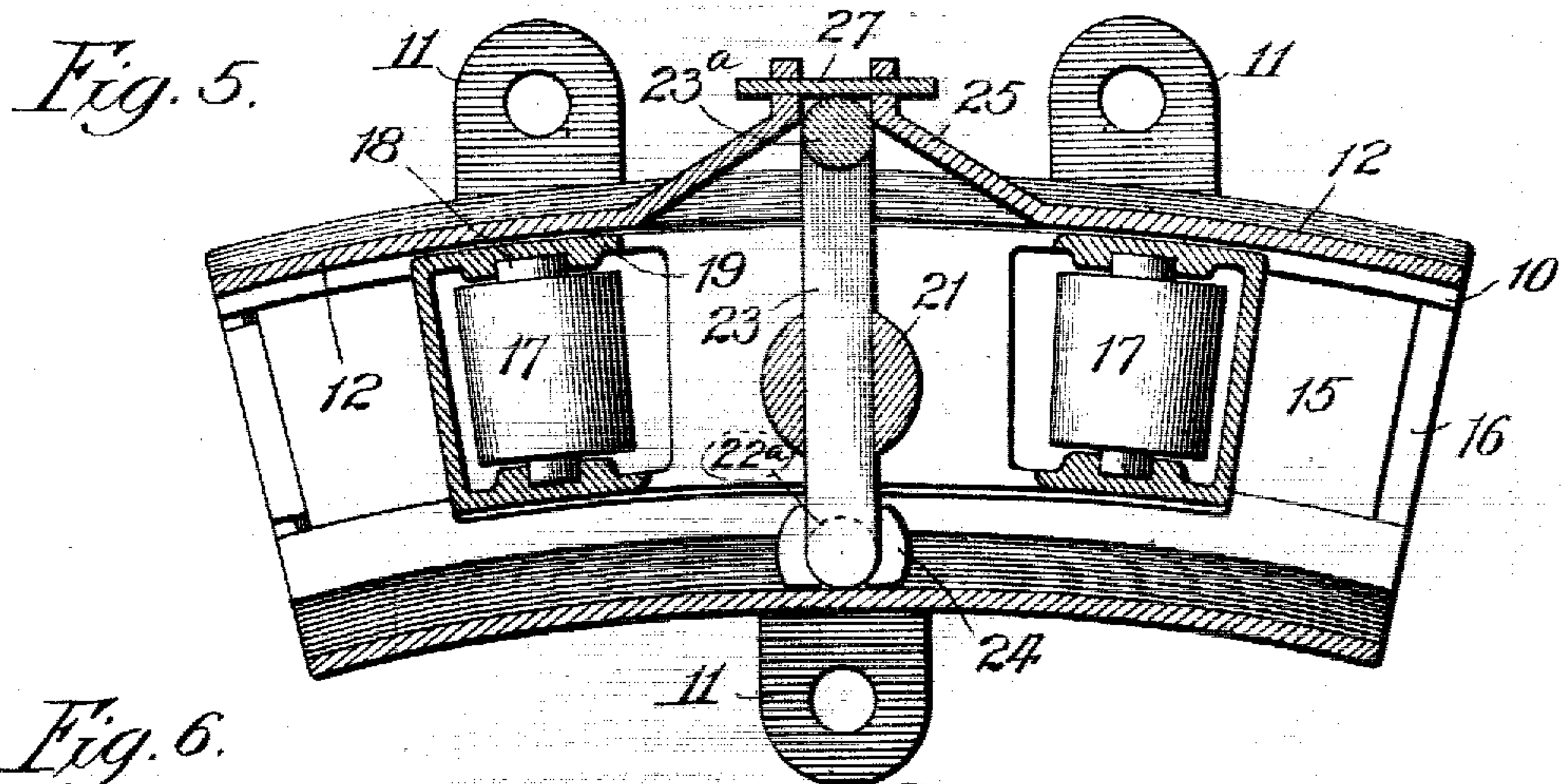
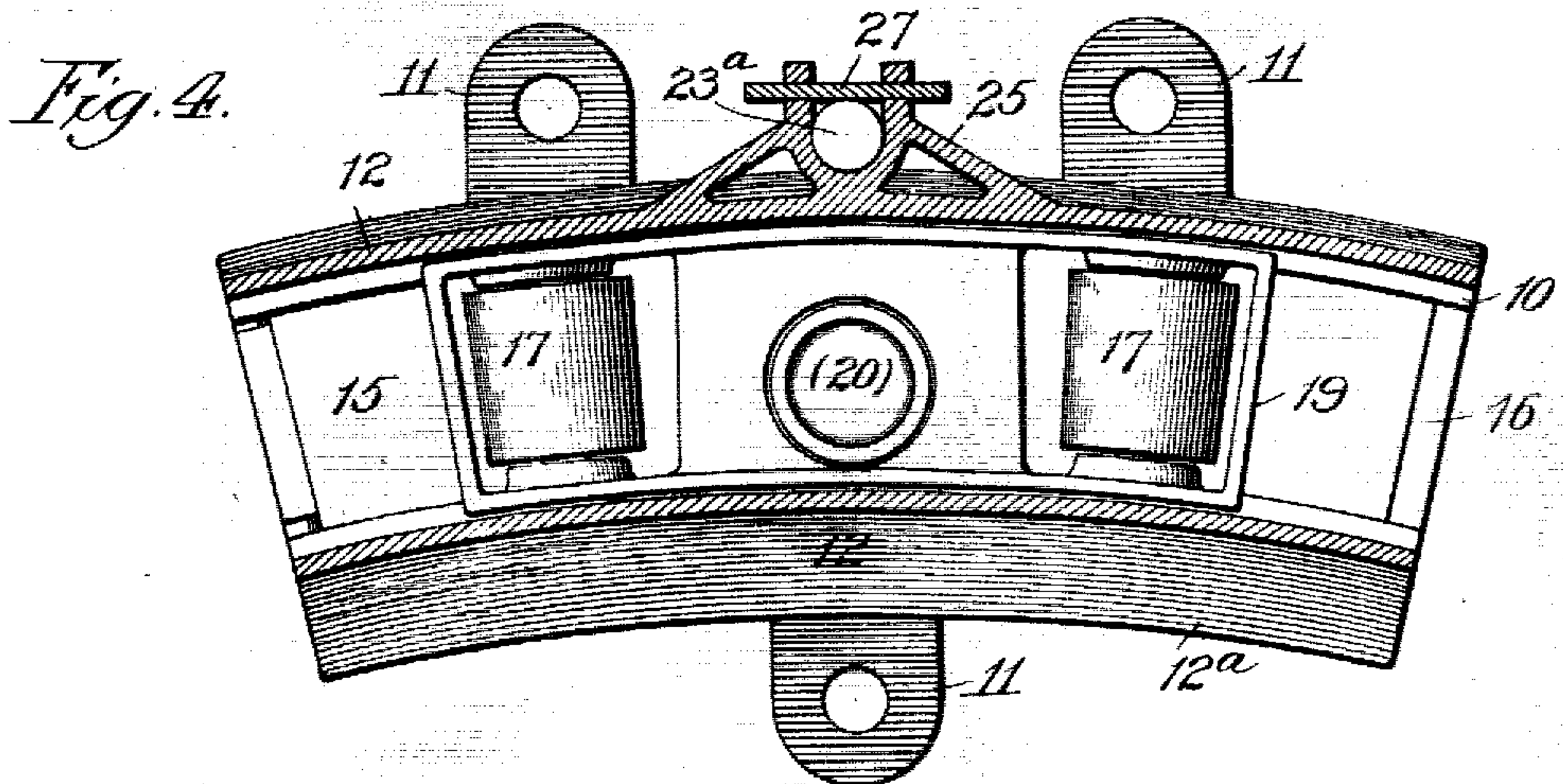
Witnesses:
Paul Carpenter
Albert G. Miller

Inventors,
Carl E. Bauer
Frank L. Susemihl
 By *Att'y.* *Paul Synnestvedt*

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3 SHEETS—SHEET 2.



Witnesses:
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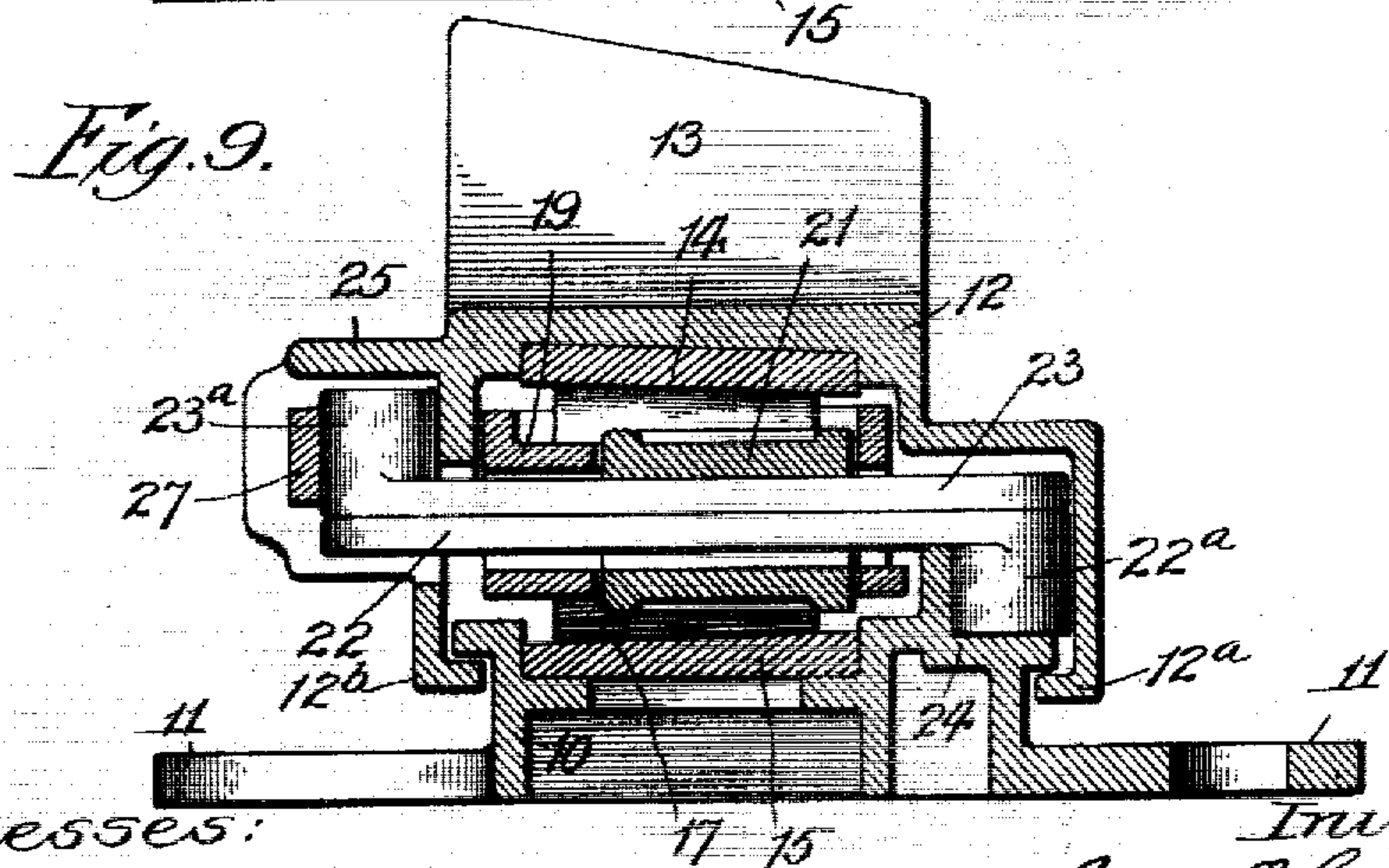
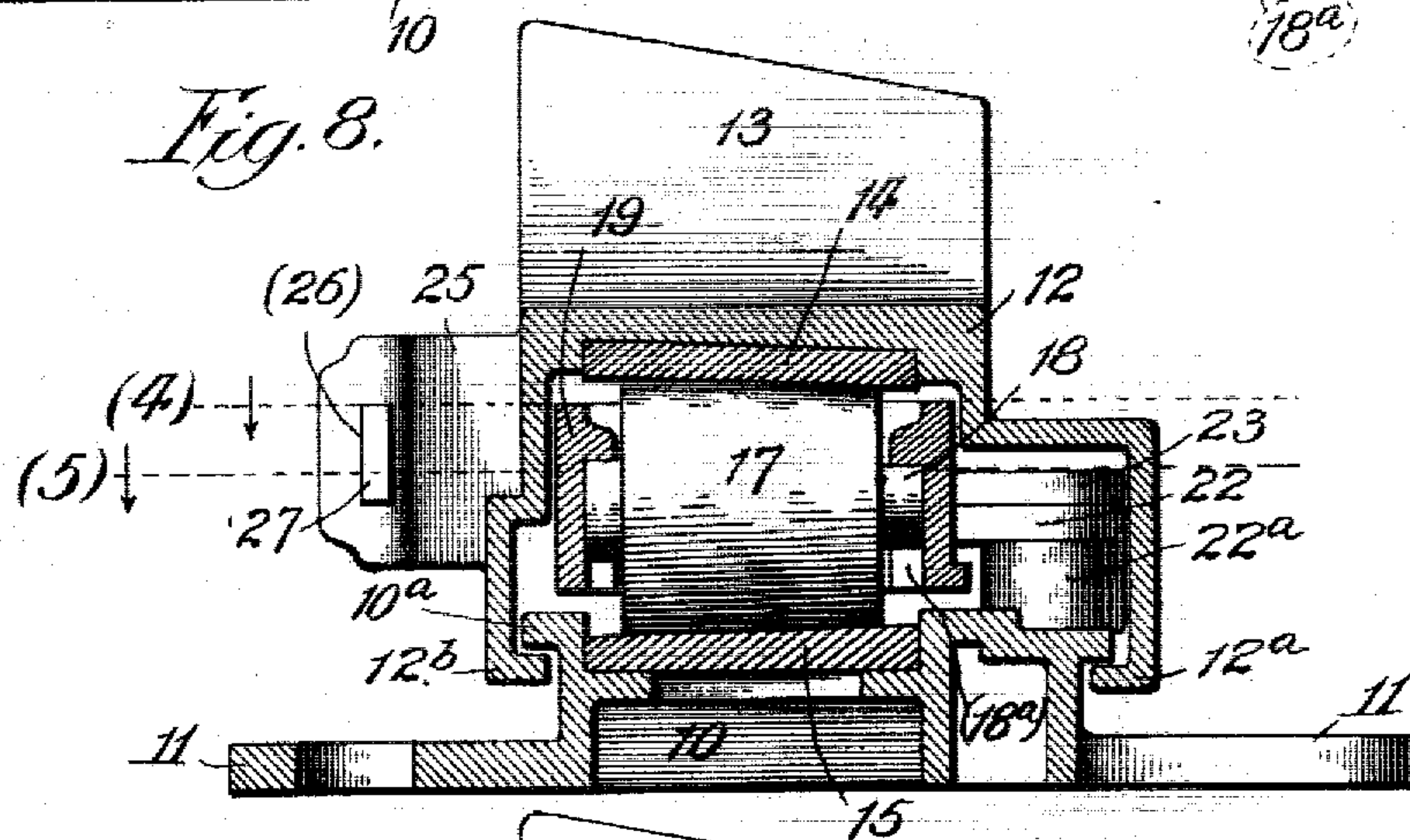
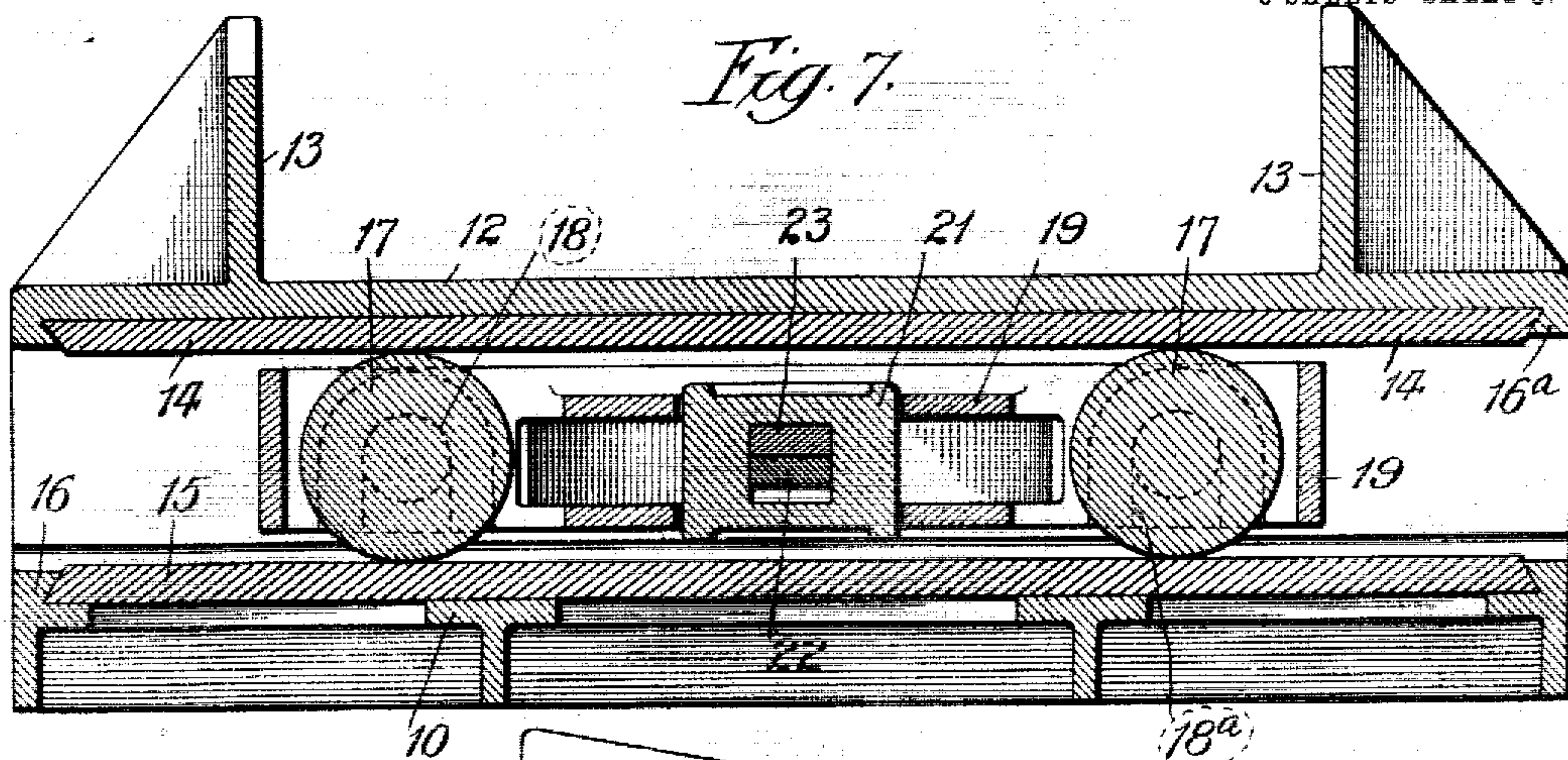
No. 820,172.

PATENTED MAY 8, 1906.

C. E. BAUER & F. L. SUSEMIHL.
TRUCK SIDE BEARING.

APPLICATION FILED NOV. 18, 1904.

3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

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TRUCK SIDE BEARING.

No. 820,172.

Specification of Letters Patent.

Patented May 8, 1906.

Application filed November 18, 1904. Serial No. 233,324.

To all whom it may concern:

Be it known that we, CARL E. BAUER and FRANK L. SUSEMIHL, citizens of the United States, residing at Hammond, in the State of Indiana, have invented certain new and useful Improvements in Truck Side Bearings, of which the following is a specification,

Our invention relates to trucks for railway cars and the like, and to the bearings provided between the car bolster and the truck near the outside. The principal objects are, to provide a superior roller bearing for such position, to provide convenient means for renewing the bearing plates for such rollers and a convenient design of casing for readily putting together and taking apart, and to generally improve the structure and operation of railway truck side bearings. These objects, and other advantages which will hereinafter appear, we attain by means of the construction illustrated in preferred form in the accompanying drawings, wherein—

Figure 1 is a top plan view of the assembled bearing casing;

Figure 2 is an underplan view of the cover of the casing;

Figure 3 is a plan view of the lower half of the casing with the bearing rollers removed;

Figures 4 and 5 are horizontal sections taken on the lines (4) and (5) in Figure 8;

Figure 6 is a horizontal section similar to that in Figure 5, with the bearing rolls in a different position;

Figure 7 is a vertical section, taken along the line (7) in Figure 1;

Figure 8 is a cross section, taken along the line (8) of Figure 1; and

Figure 9 is a central vertical section taken along line (9) of Figure 1.

The casing is made in two parts as especially shown in Figures 1, 2 and 3, the lower or base portion 10 being provided with lugs 11 for attachment to the truck bolster and the upper portion 12 having depending flanges 12^a and 12^b which engage the ledges 10^a on the base portion, and also having guide flanges 13 for the accommodation of the body bolster thereon. Each of these parts, preferably made of malleable castings, has a bearing plate, 14, 15, of steel which is set in as shown in Figures 7 and 8, the edges of the plate being formed of dove-tail shape and the plate secured by bending over the

edges 16 and 16^a of the casing to hold them in place.

The bearing proper is composed of a series of rolls 17 which run by means of trunnions 18, slipped into the open slots 18^a of the traveling frame 19, are held in proper relative position to each other and travel along the bearing plates. Near the center of this frame 19 is an opening 20 in which rides loosely a pin 21 having an opening there-through as shown in the sections of Figures 6 and 7, in which are placed two guide bars 22 and 23 having respectively the bearing studs 22 and 23^a working in openings 24 in the lower casing 10 and a socket formed in the upper casing (as shown in Figures 8 and 9) by means of the two extended webs 25 which are formed integral with the cover 12. The head 23^a is retained therein by means of pin 27 held in the two openings 26.

The two bars 22 and 23 slide freely upon each other and also in the opening of pin 21. The bars support the pin 21 in the frame 19, and allow of travel of the frame as the rollers traverse the plate 15 in either direction, but cause the rollers to wear over the same distances on both plates, and limit the movement at the extreme positions as shown in Figure 6, by coming in contact with part of the casing 19.

From this construction it will be seen that the assemblage of the parts is rendered very easy. The rollers having been put in place on the bearing plate 15, the pin 21 is put in place in the traveling frame 19 and then the bar 22 is thrust through the opening therein, when the head 22^a is placed in its socket 24 and the entire upper shell and the traveling frame 19 is set down over the rolls and other parts, the slots 18^a engaging the trunnions 18 of the rollers 17 and the flanges 12 slide over the lower casing, engaging the outer ledges 10^a on the lower casing 10, as will be understood. The top bar 23 may now be slid into place and retained therein by the pin 27 engaging the opening 26. It will be seen that we have designed the form of the casing and of the rollers so as to make a perfect bearing in a circumference about the center of the truck, and the traveling frame and the roller 17 are free to move the same distances on the two bearings in either direction until limited by the stop bars 22 and 23. Both the bear-

ing plates 14 and 15 and the rollers 17 may be replaced at pleasure and with very little difficulty as will be evident from the construction. There are required no screws or bolts to put the bearing together and all the parts are readily removable and renewable. Other advantages will readily occur to those familiar with the art.

Having thus described our invention and illustrated its use, what we claim as new, and desire to secure by Letters Patent, is the following:

1. In a truck bearing in combination, an upper bearing member provided with upstanding brackets to loosely engage the car bolster, a lower bearing member provided with means for positively securing it to a car member, interlocking means on the two bearing members adapted to permit a sliding motion and to prevent a relative vertical movement of such members, and rollers interposed between the members.

2. In combination in a truck bearing, a casing comprising a lower bearing member provided with means for fixing it on a truck and an upper bearing member slidably attached thereto and provided with means for

loosely engaging a car bolster, and rollers inclosed in said casing.

3. In a truck bearing in combination, a casing composed of two slidably attached parts, one part fixed on the truck and one part loosely engaging the car bolster, a set of rollers carried between and engaging said casing parts means for limiting the travel of the parts of the casing, and means for holding the parts of the casing together.

4. In combination in a truck bearing, rollers, and an inclosed casing therefor, said casing composed of two parts slidable on one another and confined together and one of said parts having side brackets to loosely engage and seat the car bolster, whereby the whole bearing may be carried on the truck or bolster and is readily removable from the corresponding member.

In testimony whereof we have hereunder signed our names in the presence of the two subscribed witnesses.

CARL E. BAUER.

FRANK L. SUSEMIHL.

Witnesses:

PAUL CARPENTER,

ALBERT G. MILLER.