

P. N. MOORE.
 ROLLER SIDE BEARING.
 APPLICATION FILED NOV. 5, 1909.

963,459.

Patented July 5, 1910

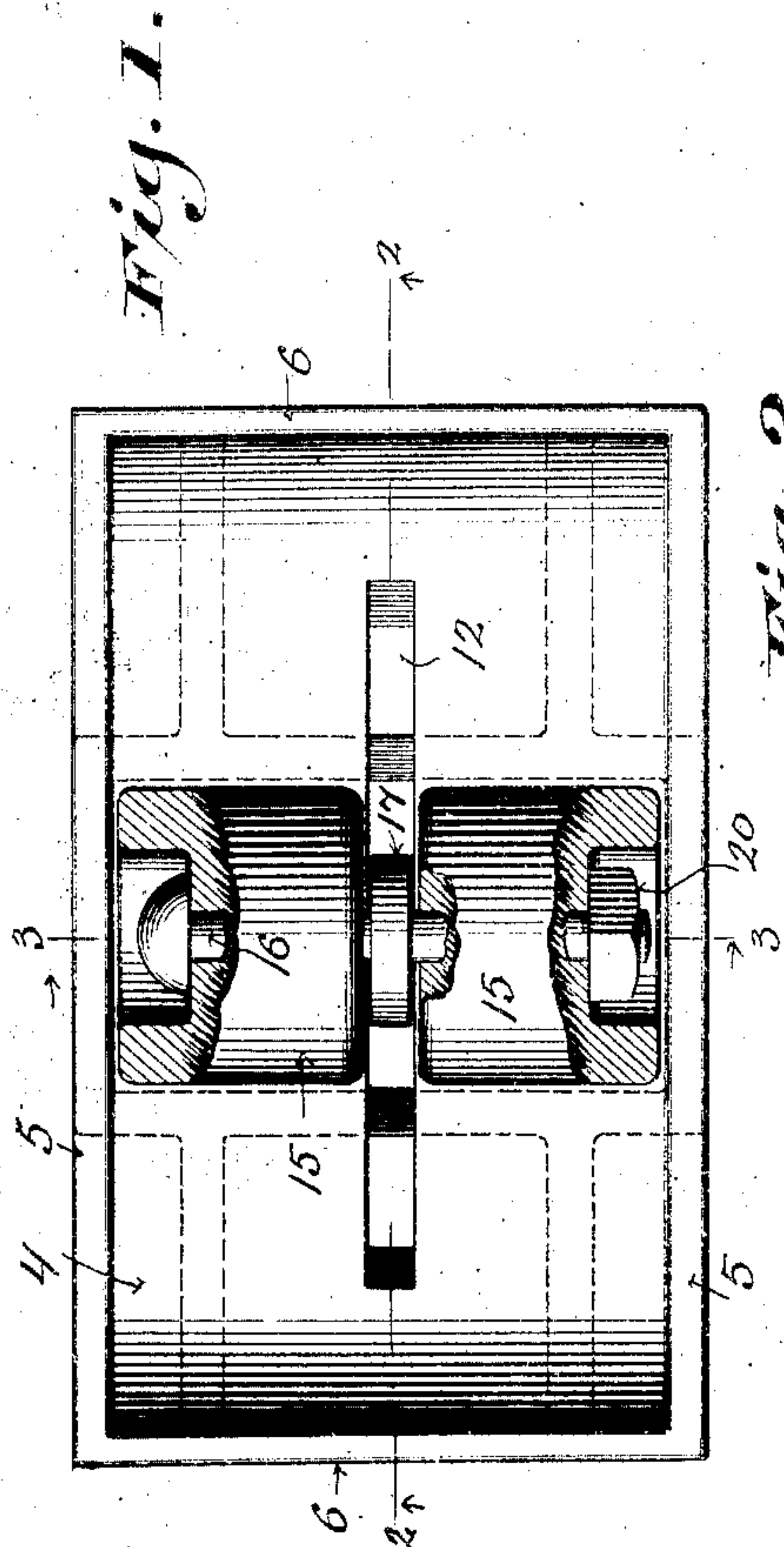


Fig. 3.

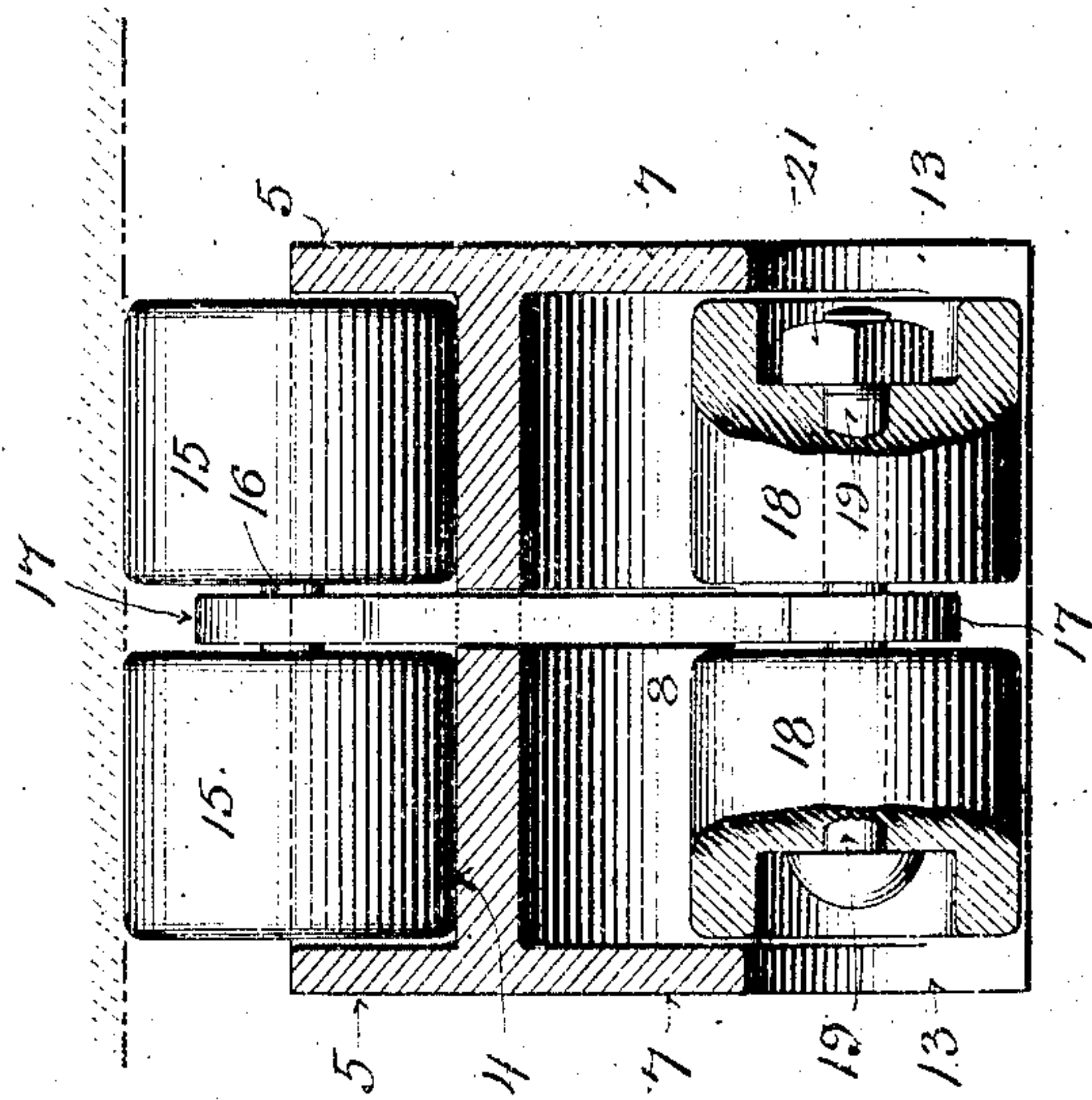
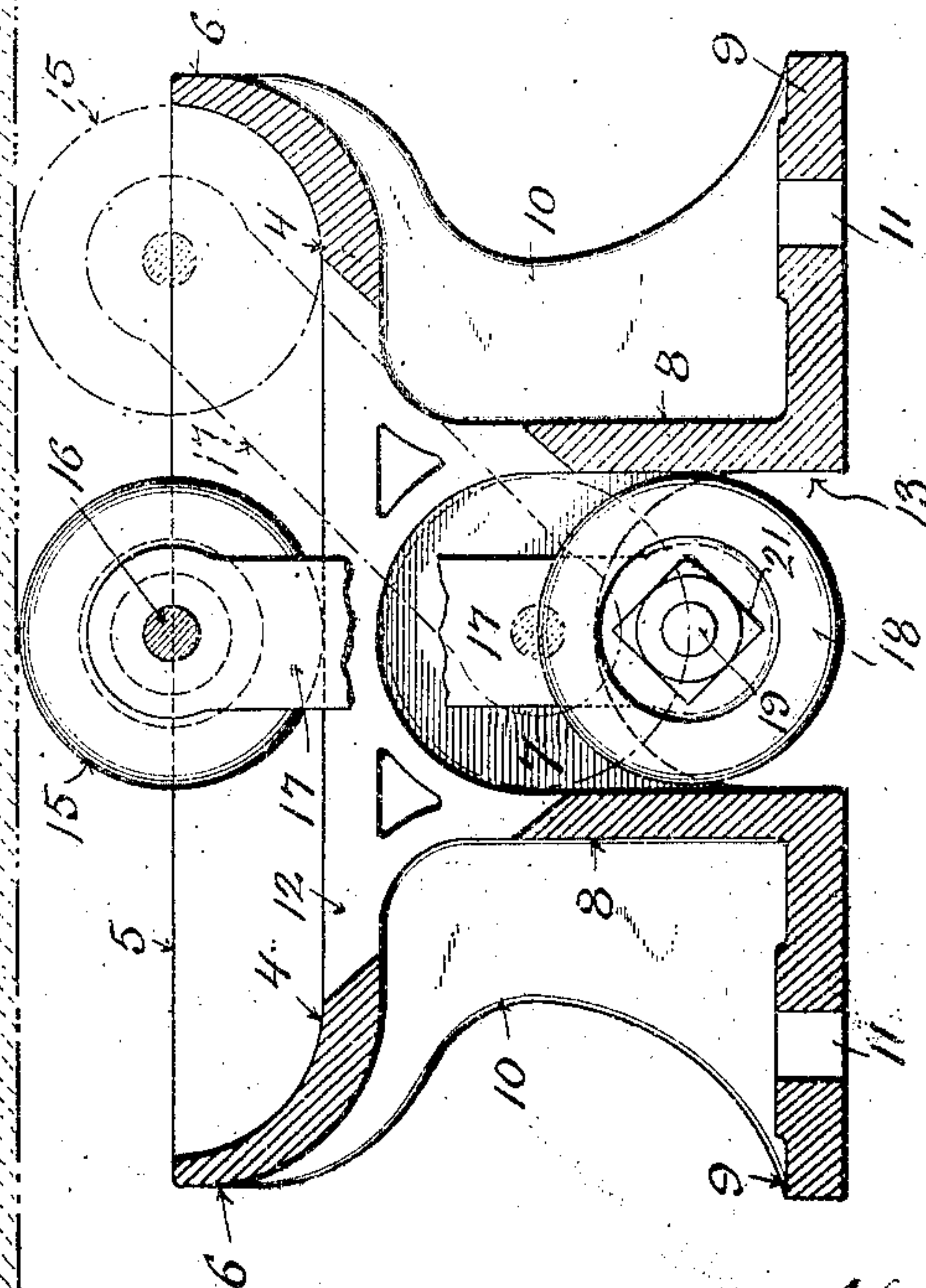


Fig. 2.



Witnesses:
 Mary Downey.
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UNITED STATES PATENT OFFICE.

PETER N. MOORE, OF MILWAUKEE, WISCONSIN.

ROLLER SIDE BEARING.

963,459.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PETER N. MOORE, a citizen of the United States, and resident of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Roller Side Bearings; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention consists in what is herein particularly set forth with reference to the accompanying drawings and pointed out in claims, its object being to provide simple, economical and efficient roller side bearings applicable to railway-car trucks in opposition to car-bodies thereon, provision being had for travel of rollers, under pressure, on a supporting surface in either of two directions from their normal position to which they have automatic return when the pressure is removed.

Figure 1 of the drawings represents a plan view of a roller side bearing in accordance with my invention having rollers thereof partly broken away; Fig. 2, a vertical longitudinal section of the bearing on the plane indicated by line 2-2 in Fig. 1, a link-bar in said bearing being partly broken away, and Fig. 3, a transverse section of the aforesaid bearing for the most part on the plane indicated by line 3-3 in Fig. 1.

Referring by numerals to the drawings, 4 indicates the horizontal top, 5 and 6 upper side and end flanges, 7 and 8 side and end walls, 9 horizontal base-flanges and 10 strengthening ribs of a hollow casting attachable to a railway-car truck by bolting through apertures 11 provided in said base flanges. A central longitudinal slot 12 is provided in the top of the casting, and this slot extends through the end walls 8 of said casting. Lower central side recesses 13 and a transverse central base opening in communication with said recesses are outlets for dirt, snow and water that may find their way into the casting.

Mounted on the top of the casting is a pair of anti-friction rollers 15 loose on a bolt 16 that constitutes an axle that is of itself loose in an upper eye of a weight-hanger 17 that extends through the slot 12 into said casting. The weight preferably consists of a pair of rollers 18, heavier than the ones 15, loose on an axle-bolt 19 that is of itself loose in said hanger, and these

weight-rollers are guided between the end walls 8 of the casting aforesaid.

The side flanges 5 of the casting serve as guards to prevent displacement of the anti-friction rollers 15, in case a nut 20 provided on the bolt 16 becomes detached, and the gravity rollers 18 are confined in said casting in case a nut 21 is lost off the bolt 19.

In practice the anti-friction rollers 15 travel, under pressure upon the top of the casting in either of two directions from their normal position herein shown by full lines, the extent of travel in one direction and the movement of parts in connection therewith being shown by dotted lines in Fig. 2. The end flanges 6 of the casting are curved upon their inner sides to conform to said rollers for which they constitute stops. The travel of the anti-friction rollers 15 results in a lift of the weight in connection with the hanger 17 that is then inclined because of its pivotal connection with said weight. When the pressure is removed from the anti-friction rollers there is descent of the aforesaid weight, whereby said rollers, the weight-hanger and the weight itself are automatically returned to normal position. Owing to the anti-friction rollers being loose on their axle, the axle loose in the weight-hanger and the hanger in pivotal connection with the weight, there is no liability of a bind of any of said parts, nor is there any tendency of the aforesaid rollers to become flattened.

The construction and arrangement of parts herein shown and described constitutes a preferred form of my invention, but the structure may be varied in matters of detail without departure from the scope of the claims herewith.

I claim:

1. A roller side bearing comprising a supporting device attachable to a railway-car truck, an anti-friction roller arranged to have travel under pressure on the supporting device in either of two directions from normal position, a weight vertically guided in said supporting device, and a weight-hanger suspended from the roller.

2. A roller side bearing comprising a hollow longitudinally slotted casting attachable to a railway-car truck, an anti-friction roller mounted on the casting, a slot-engaging hanger suspended in connection with the roller, and a weight in connection with the hanger within said casting.

3. A roller side bearing comprising a hollow longitudinally slotted casting attachable to a railway-car truck, an anti-friction roller mounted on the casting, a slot-engaging hanger suspended in connection with said roller, and a hanger-supported weight-roller guided in said casting.

4. A roller side bearing comprising a hollow casting attachable to a railway-car truck and having a longitudinal slot central of its top, a hanger engaging the slot, upper and lower axles extending in opposite directions from the hanger, anti-friction rollers on the upper axle, and weight-rollers on the lower axle guided by the end walls of the casting.

5. A roller side bearing comprising a hollow casting attachable to a railway-car truck and provided with lower outlets, a hanger engaging a longitudinal slot provided in the top of the casting central of same, a hanger engaging the slot, upper and lower axles extending in opposite directions

from the hanger, anti-friction rollers on the upper axle, and weight-rollers on the lower axle guided by the end walls of said casting.

6. A roller side bearing comprising a hollow casting having the top thereof longitudinally slotted central of same and provided with upper side and end flanges, a hanger engaging the slot, upper and lower axles engaging the hanger, anti-friction rollers on the upper axle between said hanger and the upper side flanges of the casting, and weight-rollers confined on the lower axle by the walls of said casting.

In testimony that I claim the foregoing I have hereunto set my hand at Milwaukee in the county of Milwaukee and State of Wisconsin in the presence of two witnesses.

PETER N. MOORE.

Witnesses:

GEORGE TRACEY MOORE,
ANNA B. SEELY.