

A. RUSSELL.
SAFETY ATTACHMENT FOR TRUCKS.
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1,060,129.

Patented Apr. 29, 1913.

FIG. 1.

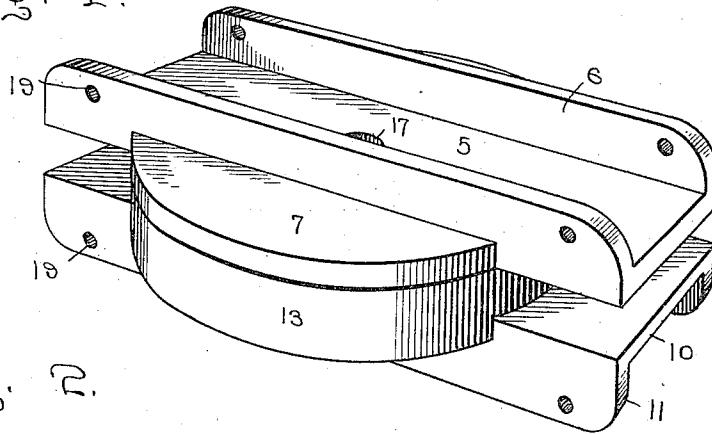


FIG. 2.

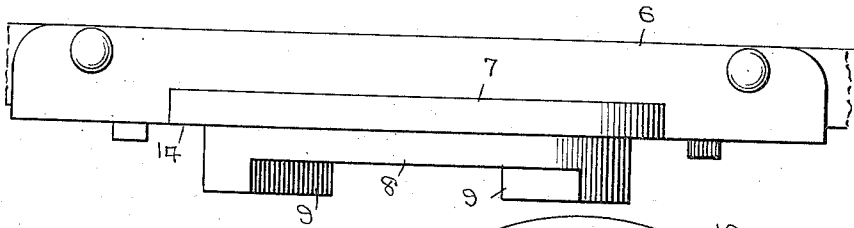
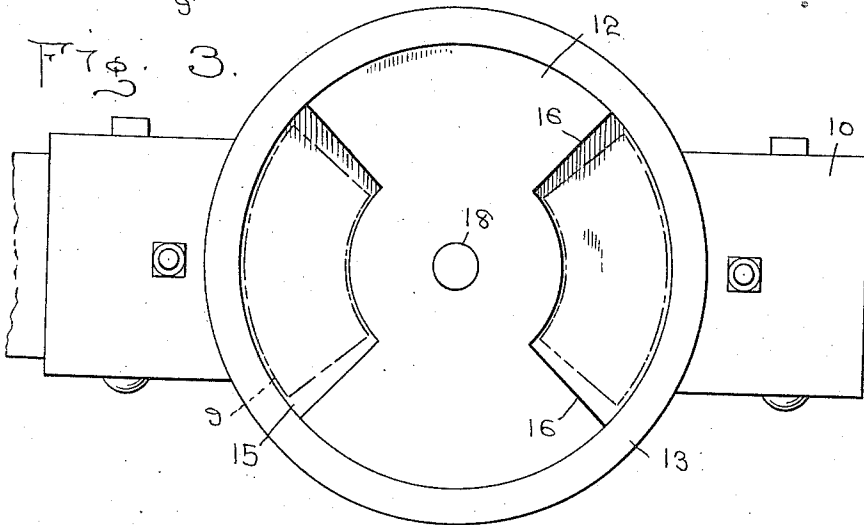


FIG. 3.



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Witnesses

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UNITED STATES PATENT OFFICE.

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SAFETY ATTACHMENT FOR TRUCKS.

1,060,129.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ALONZO RUSSELL, a citizen of the United States, residing at Allen, in the county of Pontotoc and State of Oklahoma, have invented certain new and useful Improvements in Safety Attachments for Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway rolling stock, and it more particularly relates to a safety attachment for trucks.

15 An object of the invention is to provide an improved form of swivel bearing for connecting car trucks to the car carried thereby.

Another object of the invention is to provide an improved swivel bearing having limited movement, whereby the trucks are prevented from turning at too great an angle relative to the car body, so as to minimize the tendency of the trucks being derailed.

25 Another object of the invention is to provide a device of this character for limiting the swinging movement of the trucks, so that the car will travel in a substantially straight line, in case of derailment, and so that in case the car should be derailed, it will not be guided by the wheels into a course at an abrupt angle to the railroad track, and thus the danger of being ditched and overturned is minimized.

35 Other objects may be recited hereinafter and in the claim.

In the accompanying drawings which supplement this specification, Figure 1 is a perspective view of the device which constitutes my invention. Fig. 2 is a front elevation view of the upper bearing-block seated on a fragment of the cross-beam of a car on which the truck is to be mounted, and Fig. 3 is a top plan view of the lower bearing-block seated on the bolster of a car truck.

45 In these drawings, in which similar reference characters correspond with similar parts throughout the several views, the upper bearing block constitutes the seat 5, upstanding flanges 6, bearing-disks 7, swivel bosses 8 and stop-lugs 9. These elements are preferably formed integrally and may be made by any of the ordinary processes of casting or forging, from iron or steel. The lower bearing-block may be

similarly formed and it comprises a lower bearing seat or plate 10, depending flanges 11, supporting table 12 and upstanding annular retaining flange 13, which latter also constitutes a bearing flange on which the bearing surface 14 of the upper bearing-block is seated.

The bearing table 12 is provided with recesses 15, which may be of any suitable size and number, but which, in the present instance are diagrammatically opposed, and each extend through an arc of approximately 90 degrees. These apertures 15 may be equal in depth to the height of the shoulders or stop-lugs 9, or of slightly greater depth, and these recesses may answer the double purpose of receiving and distributing lubricating material and receiving the stop-lugs 9, the normal position of said stop-lugs being indicated therein in broken lines.

It will be seen that the angular dimensions of each stop lug is sufficiently less than that of the recess containing it, to allow a slight angular movement of the lugs relative to the ends of the recesses 15, and these ends constitute abutments 16 against which the stop-lugs 9 impinge where the upper bearing-block has been rotated slightly with relation to the lower bearing-block, or vice versa. The boss 8 fits snugly within the annular flange 13, so that the upper bearing-block and lower bearing-block are prevented from being laterally or longitudinally displaced, while the lugs 9 and abutments 16 limit their rotary movement.

The upper bearing-block is provided with a central aperture 17 and the lower bearing-block is provided with a central aperture 18, which registers with the aperture 17 when the bearing-blocks are fitted together. Through the apertures 17 and 18, any suitable form of pivot pin or securing bolt may be inserted, so that the bearing-blocks are held securely together for preventing the truck from becoming disengaged from the car.

The seats 5 and 10, together with their respective flanges, are each in the form of a channel-beam and are provided with apertures 19, through which bolts, lag screws or other securing means may extend for securing the bearing-blocks to the beams and bolsters of the car and truck.

From the foregoing, it will be seen that I have provided a device which is fully ca-

pable of attaining the foregoing objects in a thoroughly practical and efficient manner.

I do not limit my invention to the exact details of construction, combination and arrangement of parts herewith illustrated and described, but my invention may only be limited by a reasonable interpretation of the claim.

I claim:

10 A truck bearing comprising a base member having side holding flanges, a supporting bearing table and a circular flange integral with said table and flanges, the table being formed with segmental recesses, the
15 ends of said recesses providing abutments; and a top member having side holding flanges, and broad bearing wings lateral thereof to engage the bearing table of the top member, and depending seg-

mental lugs fitting in the segmental recesses, and formed with ends to engage the abutments of the base member, the concave inner faces of the lugs having a corresponding bearing on the table and the convex outer faces thereof having a corresponding bearing on the circular flange of the base member, the base member being pivoted to the top member by a center pin connection and the former being connected to the truck and the latter to the car superstructure. 20 25 30

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ALONZO RUSSELL.

Witnesses:

W. W. DRAKE,
P. A. MELTON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."