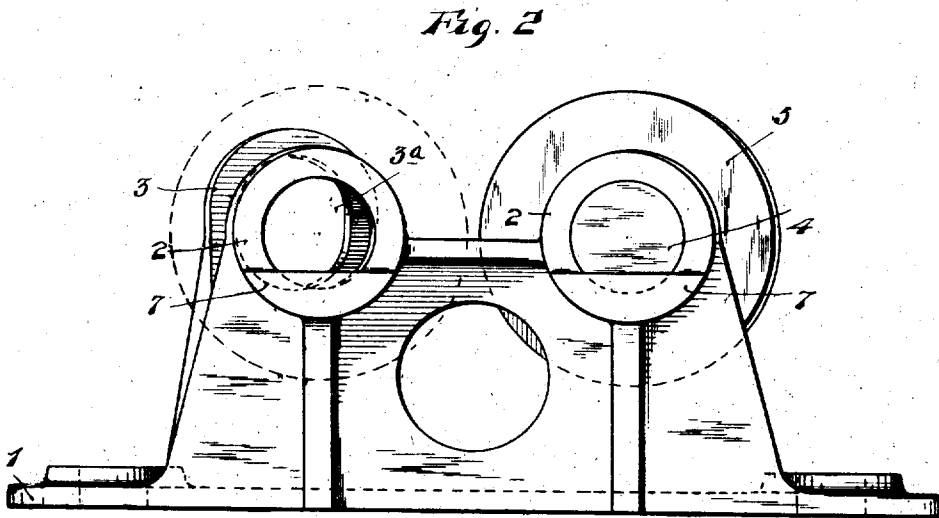
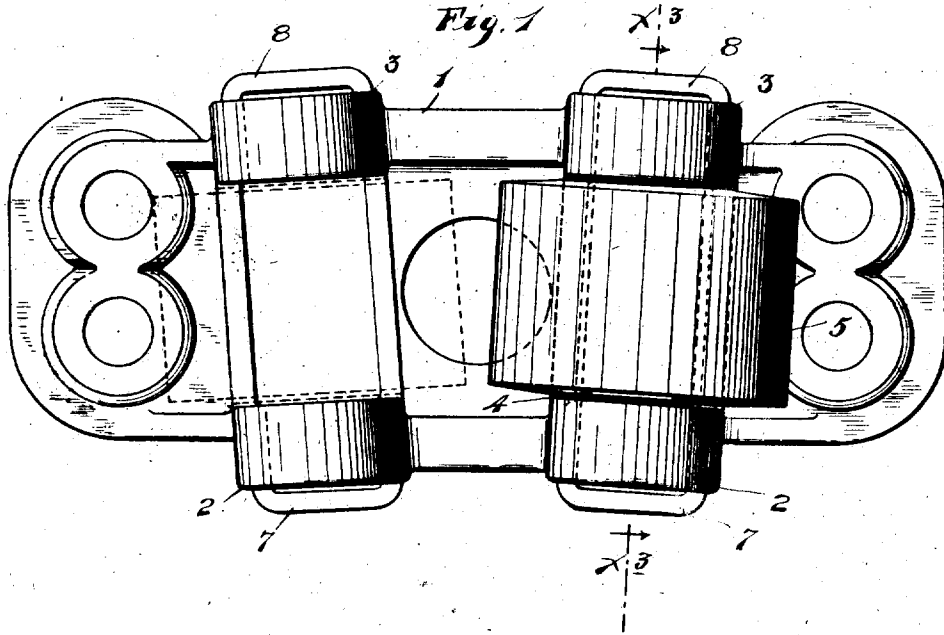


J. C. BARBER.
SIDE BEARING FOR RAILWAY CARS.
APPLICATION FILED APR. 22, 1910.

1,007,768.

Patented Nov. 7, 1911.
2 SHEETS-SHEET 1.



Witnesses.

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By his Attorneys.

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Fig. 3.

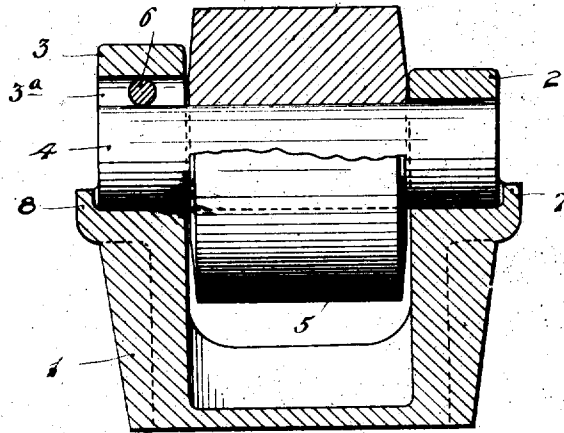
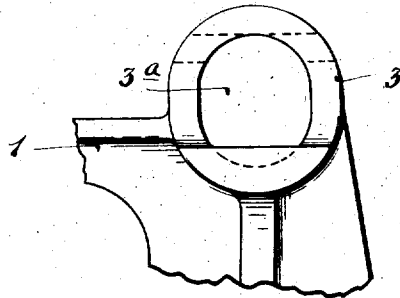


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN C. BARBER, OF CHICAGO, ILLINOIS, ASSIGNOR TO STANDARD CAR TRUCK COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF NEW JERSEY.

SIDE BEARING FOR RAILWAY-CARS.

1,007,768.

Specification of Letters Patent.

Patented Nov. 7, 1911.

Application filed April 22, 1910. Serial No. 558,912.

To all whom it may concern:

Be it known that I, JOHN C. BARBER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Side Bearings for Railway-Cars; 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.

My present invention has for its object to provide an improved side bearing for railway cars and, to this end, it consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

In the accompanying drawings which illustrate the invention, like characters indicate like parts throughout the several views.

Referring to the drawings, Figure 1 is a plan view of the improved side bearing, some parts being removed; Fig. 2 is a view in inner side elevation of the said side bearing, some parts being removed; Fig. 3 is a vertical section taken approximately on the line $x-x'$ of Fig. 1, some parts being shown in full; and Fig. 4 is a fragmentary view in outer side elevation showing a portion of the side bearing casting.

The improved side bearing comprises a cast roller supporting bearing or box 1, preferably of cast steel. The sides and base of this box are flanged and ribbed for the sake of strength and lightness, and the side flanges are formed with axially alined pairs of inner and outer hub or sleeve-like axle seats 2 and 3, respectively, in which are normally seated heavy axles 4, upon which heavy bearing rollers 5 are loosely journaled, the said rollers being held against endwise movement by the cooperating hubs 2 and 3. The axes of the axles 4 are preferably arranged so that they diverge or radiate from the axis of the car center bearing.

The feature of novelty in the present invention is found in the construction which provides for the application of the axles in the bearing hubs and in the removal thereof from the said bearing hubs. For

this purpose, the inner hubs 2 are made round so that they will quite closely fit the ends of the axles, and the seats in the hubs 3 are vertically elongated so that, when the axles are in position, lock pins or heavy cotters 6 may be passed through horizontal perforations that transversely intersect the upper portions of the said elongated seats 3^a. The hubs 2 and 3, at the lower portions of their outer extremities, are provided with stop flanges 7 and 8 that hold the axles 4 against endwise movements.

When the pins or cotters 6 are removed, the outer ends of the axles 4 may be raised in the seats 3^a, and these seats are of such vertical dimensions that when the said axles are raised they may be moved endwise over the tops of the stop flanges 8. This, as is evident, makes it an easy matter to apply the axles in working positions in the cooperating hubs 2 and 3, or to remove the same therefrom when the pins or cotters 6 are removed. When the axles are in working position and the pins or cotters 6 are applied, the axles are, as is evident, securely locked in working positions and, furthermore, the endwise thrust on the axles will be taken by the stop flanges 7 and 8 and the pins or cotters 6 have only to prevent jumping of the outer ends of the axles. Owing to the fact that each sleeve 2 is open at its outer end and freely accessible, the finger may be inserted therethrough to push the axle 4 endwise out of the transversely elongated sleeve 3 when said axle is raised over the stop flange 8.

The parts of this improved side bearing may be very quickly assembled or taken apart. The construction, furthermore, provides, at comparatively small cost, a very strong, durable and generally efficient side bearing for railway cars.

The term "lock or stop flange", as applied to the flanges or outer extremities of the axle seats of the hubs 2 and 3 is used in a liberal sense to include stop devices for normally preventing endwise movement of the axle.

What I claim is:

A side bearing for cars, comprising a box-like casting having bearing hubs with axially alined sleeve-like seats and stops at the

outer extremities of said seats, an axle fitting said sleavelike seats, a roller removably mounted on said axle, one of the axle seats being vertically elongated so that the said axle may be removed endwise through the roller when raised above the cooperating stop, and a lock pin or cotter intersecting the upper portion of said elongated seat for

normally holding said axle in working position.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN C. BARBER.

Witnesses:

LEE W. BARBER,
A. M. LOVE.