

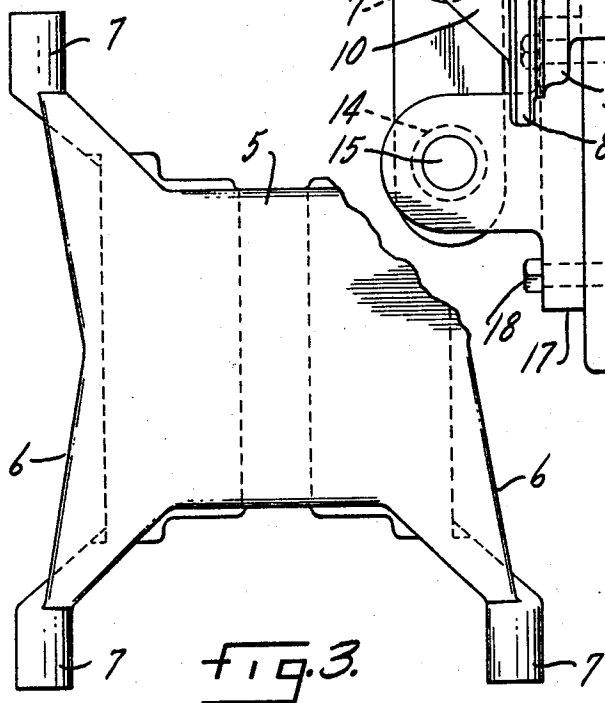
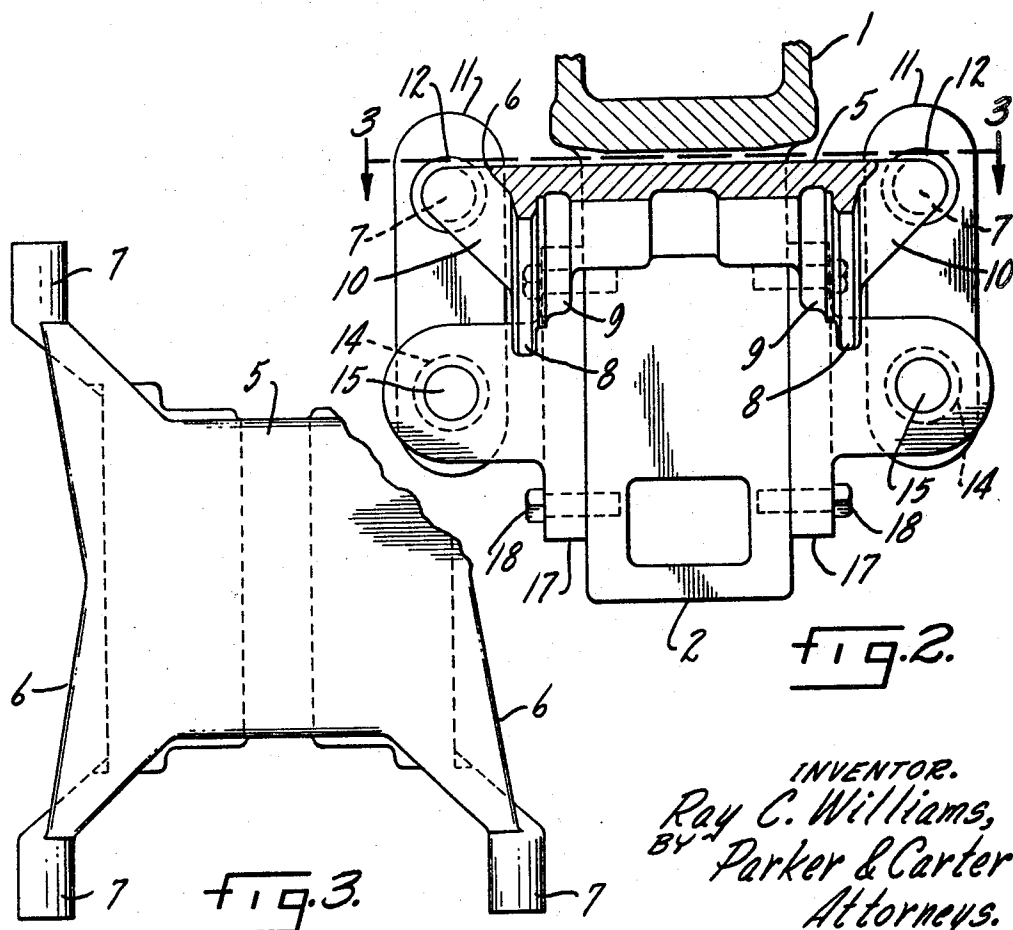
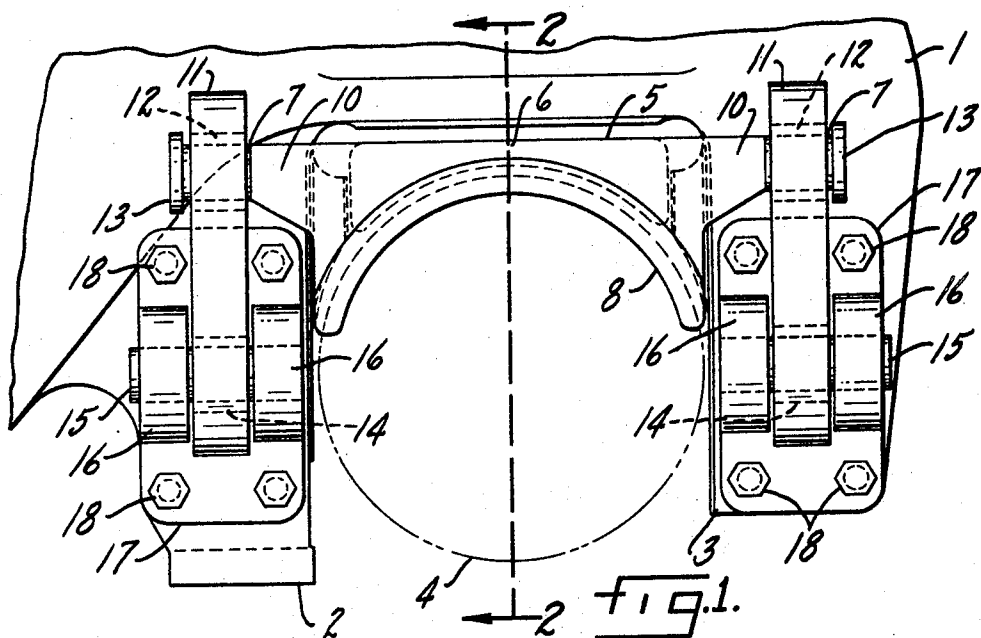
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R. C. WILLIAMS

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LATERAL MOTION BEARING ADAPTER

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INVENTOR.
Ray C. Williams,
BY Parker & Carter
Attorneys.

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LATERAL MOTION BEARING ADAPTER

Ray C. Williams, Chicago, Ill., assignor to Standard Car Truck Company, Chicago, Ill., a corporation of New Jersey

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2 Claims. (Cl. 105—218)

ABSTRACT OF THE DISCLOSURE

An anti-friction bearing adapter for railroad cars includes a flat plate, the width of which is substantially equal to the width of the window defined by pedestal legs depending from a railroad car truck frame. A concave saddle depending from the plate, interlocking with and cradling an anti-friction bearing housing to positively prevent contact of the housing with the pedestal legs. Webs projecting outwardly from all four corners of the plate on both sides of a railroad car frame. A bearing pin carried by each web. A hanger link pivoted on each pin. Pivot pins on the pedestal legs so that the window is unobstructed.

This invention relates to improvements in a lateral motion device for railroad car trucks and has for one object to provide an adapter which rests on and interlocks with the anti-friction bearing housing on a railroad car axle and may be connected to the frame of the car truck to permit lateral movement of the adapter and bearing across the frame while being held against substantial horizontal movement in a direction parallel with the truck frame as the car travels along the track.

The adapter is located in the jaw defined between the pedestal legs and is connected to the truck frame by four swingable links which transfer the load of the frame to the adapter on opposite sides of the frame and of the window.

Other objects will appear from time to time throughout the specification and claims.

The invention is illustrated more or less diagrammatically in the accompanying drawings, wherein:

FIGURE 1 is a side elevation with parts omitted of one end of the car side frame and associated parts;

FIGURE 2 is a section along the line 2—2 of FIGURE 1;

FIGURE 3 is a section along the line 3—3 looking in the direction of the arrows of FIGURE 2.

Like parts are indicated by like characters throughout the specification and drawings.

A railroad car side frame 1 has downwardly depending pedestal legs 2, 3, to define a pedestal jaw or window to receive an anti-friction bearing housing 4, adapted to enclose a railroad car axle journal and the end of the axle. The details of the housing form no part of the present invention and are shown in outline in order to illustrate the relationship between the housing and the adapter.

The adapter 5 includes a generally rectangular plate flat on its upper surface. Webs 6 extend outwardly and diagonally from the four corners of the adapter and terminate in hanger pins 7. Depending downwardly from the under side of the adapter is a concave saddle portion or socket adapted to receive, rest on and interlock with the bearing housing 4. This socket includes end flanges 8 which engage the ends of the housing and interior load carrying flanges 9 which rest upon and interlock with the housing. The distance across the flanges 8 and 9 is somewhat greater than the maximum horizontal diameter of the bearing with the pedestal. The contact is all with the heavy special adapter which holds the bearing in generally central position in the jaw. Extending upwardly from

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the flanges 9 are reinforcing lugs 10 to assist in supporting the webs 6.

Hanger links 11 are pivoted on each of the pins 7. They may, if desired, have special bearings 12 pressed in place therein and may be held in place by removable caps 13. Each hanger depends downwardly from its pin 7, is apertured at its lower end and may again have removable bearing sleeves 14 therein to ride upon anchor pins 15. The anchor pins 15 are supported at both ends in lugs 16, the hanger engaging the pin between the lugs. Lug plates 17 carry the lugs and may be bolted as indicated at 18 removably on the pedestals 2 or 3. The clearance between the lug plates on each pedestal are such that there is no interference between them and any part of the adapter or the bearing housing. The pins 15 may be held in place in any desired manner.

The adapter and the housing are assembled in the window, there being clearance between the flat top of the adapter and the top of the jaw so that the adapter may swing back and forth with the bearing housing in the jaw but the adapter prevents contact of the housing with the jaw.

In assembly, the adapter will be placed in the jaw extending across and projecting from both sides of the frame. Swing hangers will be hung on the pins on the adapter. The lug plates will be bolted onto the pedestal legs, the lower pins will be put in place and with the car jacked up, the axle with its anti-friction bearing and housing will be placed under the adapter. When the truck frame is lowered, the saddle or socket of the adapter rests upon and interlocks with the bearing.

I claim:

1. An adapter for anti-friction railroad car bearing housings which includes a generally horizontal rectangular flat plate adapted to be received in the pedestal window of a railroad car side frame to extend outwardly from the window on both sides of the frame, a concave saddle depending downwardly from the plate adapted to rest upon and be supported by an anti-friction bearing housing, the saddle being flanged to interlock with the housing and extending downwardly along the sides of the window between them and the housing to positively prevent any contact of the housing with the sides of the window, webs extending horizontally from each corner of the plate along the opposite sides of the frame, above the housing, hanger pins projecting from each web, hanger links pivotally depending from each pin, anchor pins in pivotal relationship with the lower ends of the links pivotally supported on opposite sides of the frame and on opposite sides of the window.

2. The device of claim 1 characterized by the fact that the support for the anchor pins includes pads removably attached to the frame on opposite sides of the window and opposite sides of the frame, leaving the window unobstructed.

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ARTHUR L. LA POINT, *Primary Examiner.*

H. BELTRAN, *Assistant Examiner.*