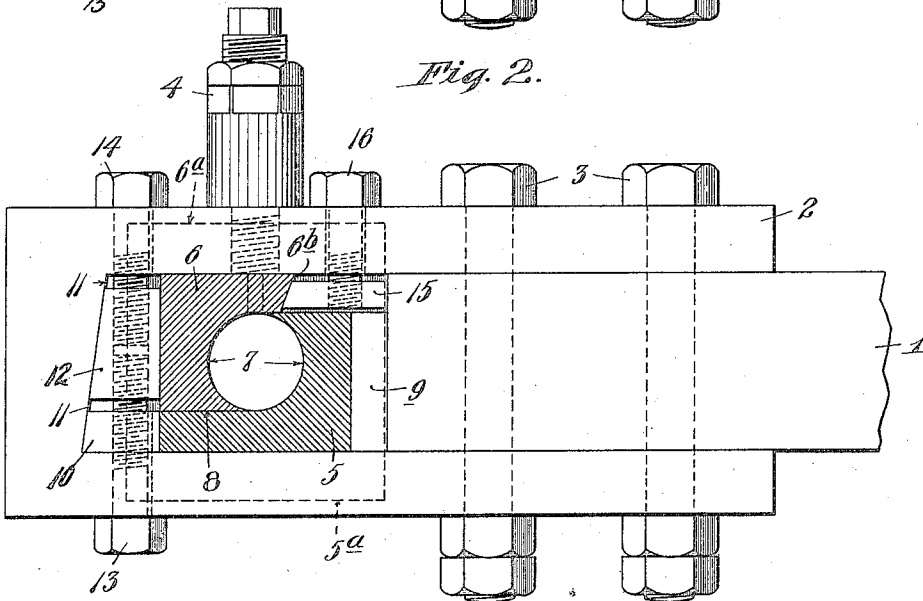
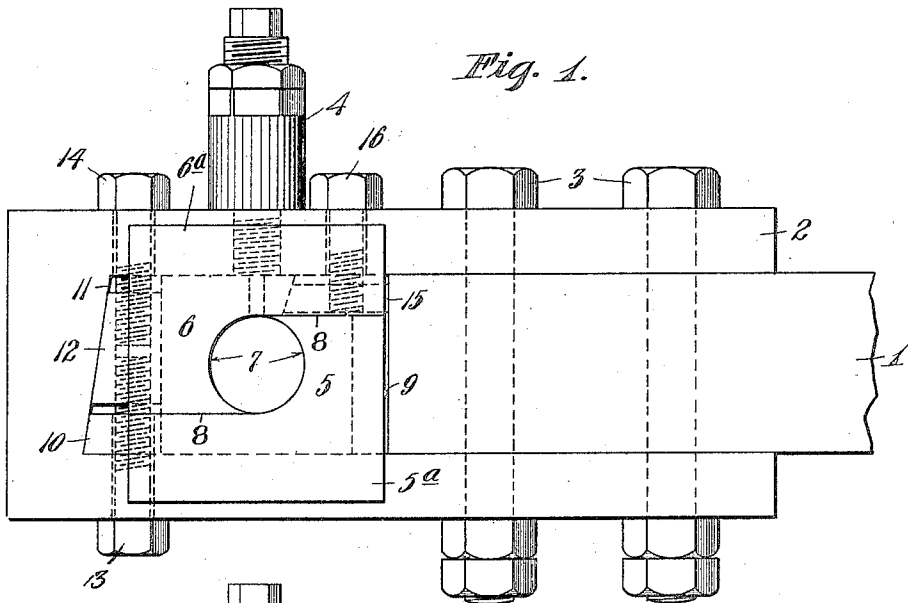


No. 818,319.

PATENTED APR. 17, 1906.

G. S. WEBSTER.
ADJUSTABLE BEARING FOR ROD BRASSES.
APPLICATION FILED OCT. 28, 1905.



Witnesses.

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UNITED STATES PATENT OFFICE.

GEORGE S. WEBSTER, OF MINNEAPOLIS, MINNESOTA.

ADJUSTABLE BEARING FOR ROD-BRASSES.

No. 818,319.

Specification of Letters Patent.

Patented April 17, 1906.

Application filed October 28, 1905. Serial No. 284,837.

To all whom it may concern:

Be it known that I, GEORGE S. WEBSTER, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Adjustable Bearings for Rod-Brasses, &c.; 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 invention has for its object to provide an improved adjustable bearing for rod-brasses, pitman-boxes, rocker-boxes, &c.; and to this end it consists of the novel devices and combinations of devices hereinafter described, and defined in the claim.

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

Figure 1 is a view in side elevation, showing one end of one of the driving-rods of a locomotive and showing my improved bearing applied thereto; and Fig. 2 is a view like Fig. 1, but with the improved bearing-box shown in section.

The numeral 1 indicates the rod, and the numeral 2 the strap, which parts are connected in the usual way by nutted bolts 3.

The numeral 4 indicates the usual oil-box which is applied to the strap 2.

The improved bearing is made in two parts 5 and 6, and the crank-pin bearing 7 is formed in part in each of the said box-sections. The two box-sections 5 and 6 are split or separated on parallel lines that are offset from each other and extend tangentially to the bearing 7. The said lines of separation are in the drawings indicated by the character 8. The box-sections 5 and 6 are provided with flanges 5^a and 6^a, that overlap the sides of the strap 2 and guide the box-sections for true sliding movements on the said straps. The box-section 5 is a relatively fixed member and is held against sliding movements with respect to the strap 2 by a pair of spacing-blocks 9 and 10, the former of which is pivotally connected to the box-section 5 and the end of the rod 1 and the latter of which is fitted between the outer extremity of said box-section 5 and the outer end of the strap 2.

It will be noted that the inner surface of the outer end of the strap 2 is inclined, as shown at 11. A wedge-block 12 closely fits between the outer edge of the movable box-

section 6 and the inclined surface 11 of the strap 2. This wedge-block 12 is given endwise movements and securely held wherever set by means of a pair of adjusting-screws 13 and 14. The screw 13 works loosely through the lower portion of the strap 2 and through the spacing-block 10 and has screw-threaded engagement with the wedge-block 12. The screw 14 works loosely through the upper portion of the strap 2 and has screw-threaded engagement with the wedge-block 12. As is evident, by raising the wedge-block 12 the box-section 6 will be forced to the right, thereby closing up the seat 7 to compensate for wear of the parts.

The upper right-hand portion of the movable box-section 6 between its flanges 6^a is cut away and is formed with an inclined cam-surface 6^b. A second wedge-block 15 fits between the end of the rod 1 and the inclined surface 6^b of said box-section 6. An adjusting-screw 16 works loosely through the upper prong of the strap 2 and has screw-threaded engagement with the wedge-block 15. By means of this wedge-block 15 and its adjusting-screw the box-section 6 may be kept tightly jammed against the wedge-block 12. In practice the adjustment of the box-section 6 would be made by the wedge-block 12 while the wedge-block 15 is loose, and then the wedge-block 15 would be tightened up to take up play between the parts and to securely hold the adjustable block-section 6 where set.

In view of the tangent arrangement of the lines of separation between the box-sections a complete or continuous bearing between the two-part bearing-box and the crank-pin will be maintained under all adjustments of the parts.

To all persons familiar with locomotive-work it is well known that a great deal of labor is required to maintain the "bearing-brasses," so-called, of the rods in good working condition. Under the old practice it is frequently necessary to remove the bearing-brasses and to file the same to their true form and then to replace the trued-up brasses. This method of repair disables the locomotive for the time being and is furthermore in itself a slow and expensive piece of work. The improved bearing above described is capable of being readjusted in a very few moments without removing the rod or the brass from working position, and by frequent adjustments the brass or bearing-box may be

maintained always in good condition. It is also evident that by use of the improved box or bearing a great saving in time and money is effected.

5 What I claim, and desire to secure by Letters Patent of the United States, is as follows:

The combination with a rod and a strap, of a two-part bearing-box, divided on parallel lines that join tangentially with the bearing-
10 surface thereof, and a pair of independent

opposing screw-actuated wedges for adjusting and setting one of the said box-sections with respect to the other, substantially as described.

In testimony whereof I affix my signature 15 in presence of two witnesses.

GEORGE S. WEBSTER.

Witnesses:

ROBERT C. MABEY,
F. D. MERCHANT.