(No Model.)

H. ROGERS.

METAL PACKING FOR CAR AXLE BOXES.

No. 403,141. Patented May 14, 1889.

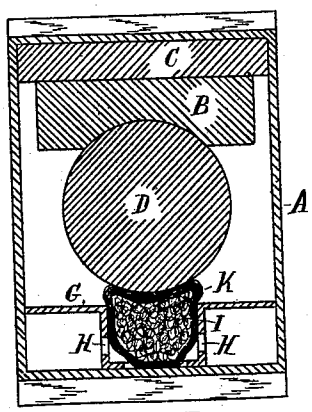


Fig 1.

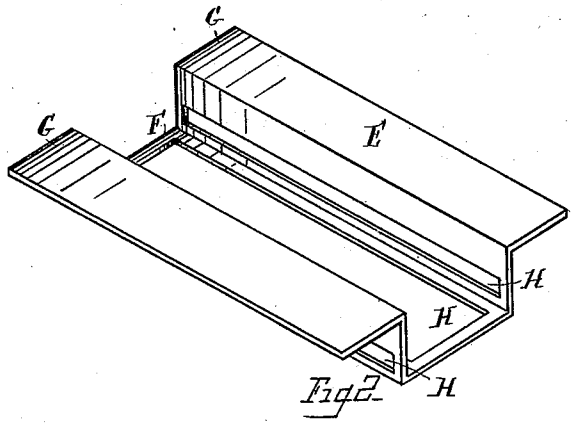


Fig 2.

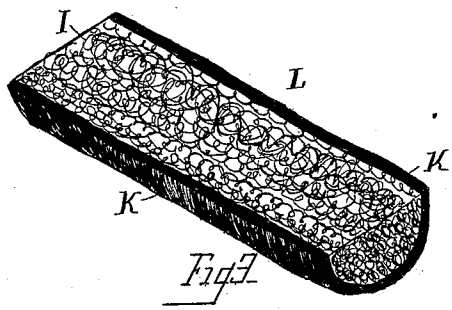


Fig 3.

WITNESSES.

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UNITED STATES PATENT OFFICE.

HAMILTON ROGERS, OF TOLEDO, OHIO, ASSIGNOR TO THE ROGERS CAR AXLE BOX COMPANY, OF SAME PLACE.

METAL PACKING FOR CAR-AXLE BOXES.

SPECIFICATION forming part of Letters Patent No. 403,141, dated May 14, 1889.

Application filed March 16, 1888. Serial No. 267,439. (No model.)

To all whom it may concern:

Be it known that I, HAMILTON ROGERS, a citizen of the United States, and a resident of Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Metal Packing for Car-Axle Boxes and Means for Holding the Packing in Place; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to a metal packing for car-axle boxes and means for holding the packing in place, and has for its object to prevent the heating of journals from a failure of capillary feed, either by reason of the packing becoming saturated with oil and falling below the point of contact with the journal or by being moved by the revolution of the axle to one side of the box.

My present invention is an improvement upon that shown and described in Letters Patent granted to me September 20, 1887, and numbered 372,948, wherein is described and claimed a flexible packing composed of metal shavings.

The invention herein described consists in a metal packing composed of wire, preferably copper or steel, densely packed into the desired shape to fit within the box or channel-plate beneath the journal, which by its resiliency affords a full and sufficient support to the waste that may be arranged thereon, and also by its conductivity of heat tends to give fluidity to the lubricant when solidified by cold.

The invention further consists in a channeled plate for insertion within boxes already constructed, and arranged to hold the packing from lateral displacement by the revolution of the journal.

In the drawings, Figure 1 is a transverse section through the car-axle box, illustrating the position of the journal and the packing in position within the channel-plate. Fig. 2 is an isometric view of the channel-plate. Fig. 3 is a horizontal longitudinal sectional view through the roll of metal packing.

A designates the box; B, the brass; C, the wedge; D, the journal of the usual construction, and therefore needing no further description.

E is a supplemental channel-plate adapted to be inserted within the oil-receptacle of the box and receive the packing, to hold the same in fixed position beneath the journal.

The pan is formed with a channel, F, preferably rectangular in cross-section, and wings G, extending horizontally from the upper portion thereof of a width adapted to bear against the sides of the box to hold the plate from lateral displacement. The channel portion is formed with openings H at the base and sides, which allow communication with the oil-receptacle, thereby permitting the oil to flow freely to the interior of the channel portion.

I designates the metal packing, illustrated as wrapped with a covering of waste, K, the whole preferably formed into a cylindrical roll, L. (Shown as bisected horizontally with the top portion removed.) The packing is composed of resilient wire formed into a compact mass by densely packing the same into the desired shape to fit beneath the journal, and is preferably wound with waste, although the wire in practice has been found to possess sufficient capillarity to insure an even feed of lubricant to the journal, the wire at all times bearing with sufficient friction upon the journal to conduct the lubricant thereto, and also to receive sufficient warmth from the friction to liquefy the lubricant, the same results being attained when combined with the waste.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In combination with a car-axle box provided with an oil-receptacle and axle-journal revolving within the box, a flexible packing for conducting the lubricant to the journal, composed of metal wire having a covering of waste or analogous material, as and for the purpose set forth.

2. In combination with a car-axle box and

axle-journal, an oil-receptacle beneath the journal provided with a supplemental channel-plate packed with a flexible oil-conducting medium, consisting of a central core of resilient metal and an outer covering of textile material in contact with the journal, the packing being held beneath the journal by means of the channel-plate, as and for the purpose set forth.

In testimony that I claim the foregoing as my own I hereby affix my signature in presence of two witnesses.

HAMILTON ROGERS.

Witnesses:
WILLIAM WEBSTER,
CARROLL J. WEBSTER.