

L. A. PERROT.
Car-Axle Boxes.

No. 153,371.

Patented July 21, 1874.

Fig. 1

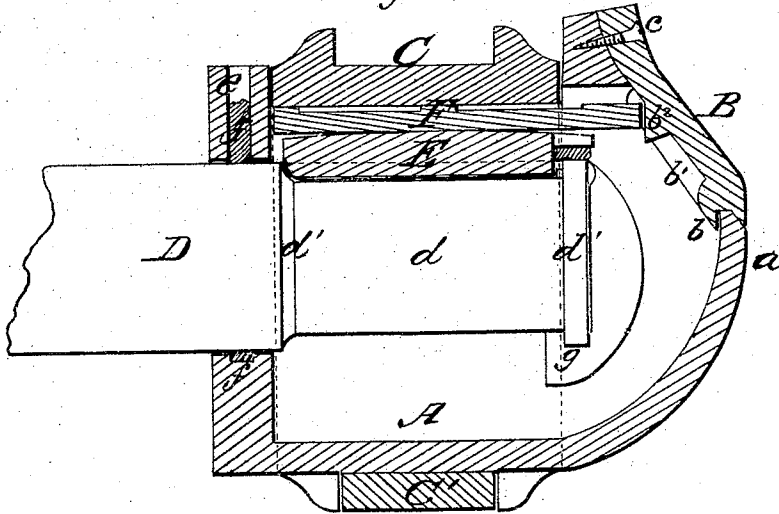
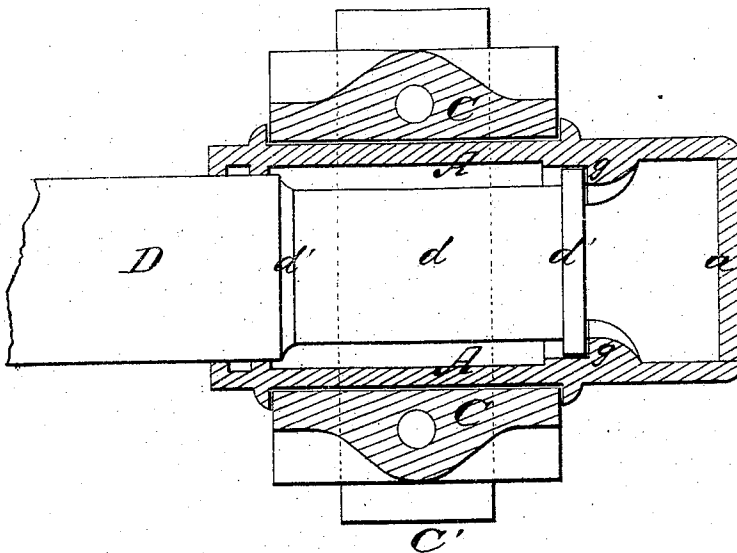


Fig. 2



WITNESSES
Robert Everett,
Rev. E. Upham.

By

INVENTOR
Louis A. Perrot,
Chipman & Sonnet & Co.

ATTORNEYS.

L. A. PERROT.
Car-Axle Boxes.

No. 153,371.

Patented July 21, 1874.

Fig. 3

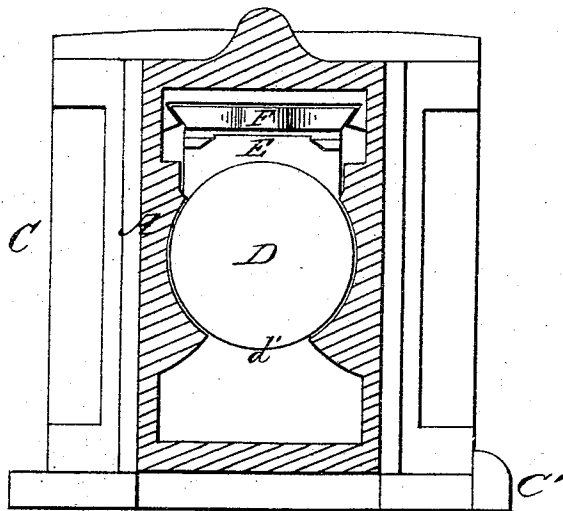
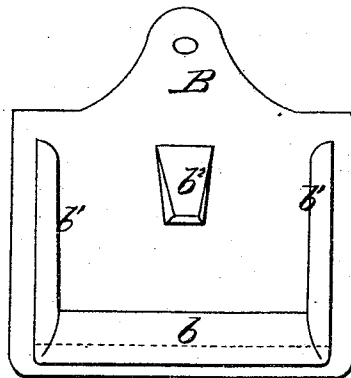


Fig. 4



WITNESSES
Robert Everett
Geo. E. Upshaw

BY

INVENTOR
Louis A. Perrot
Clippmann & Son

ATTORNEYS

UNITED STATES PATENT OFFICE.

LOUIS A. PERROT, OF RICHMOND, VIRGINIA, ASSIGNOR OF ONE-THIRD
HIS RIGHT TO GEORGE W. MCGOVERN, OF SAME PLACE.

IMPROVEMENT IN CAR-AXLE BOXES.

Specification forming part of Letters Patent No. **153,371**, dated July 21, 1874; application filed
April 4, 1874.

To all whom it may concern:

Be it known that I, LOUIS A. PERROT, of Richmond, in the county of Henrico and State of Virginia, have invented a new and valuable Improvement in Axle-Boxes; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figures 1 and 2 of the drawings are representations of longitudinal sectional views of my axle-box. Fig. 2 is a transverse sectional view of the same; and Fig. 3 is an end view.

This invention has relation to axle-boxes for railway-cars; and it consists in the use of a removable wedge-plate between the top of the "brass" and the saddle, in combination with a lug on the cover of the box, and with shoulders formed on the journal of the axle, for the purpose of keeping the said brass plate in its proper place, and allowing the brass to wear very thin without injury to the axle-box. It also consists in a novel construction of axle-box and packing-box, whereby fluid lubricants can be successfully used without liability of escaping from any part of the box, as will be hereinafter explained.

In the accompanying drawings, A designates an axle-box, the outer end, *a*, of which is extended beyond the end of the journal *d* of axle D, and provided with a feed-hole which is closed by a cover, B. The sides and top of the box A are adapted to receive a saddle, C, the lower ends of which are secured to a strap, C', by means of which the box is fastened to the truck. D designates the axle, the reduced journal *d* of which terminates at its ends in annular shoulders *d'* *d'*. Between these shoulders *d'* *d'*, and arranged on top of the journal, is the brass bearing E, which is prevented from endwise displacement by means of the shoulders *d'* *d'*, between which the said brass fits. The outer end of the brass E

extends over the top of the shoulder *d'*, at the end of the axle, to receive and keep in place cotton waste or other suitable packing, which is stuffed in between two segmental supports, *g g*, cast on the axle-box and intended to afford end abutments for the axle. Between the upper flat surface of the brass E and the top cross-piece of the saddle C is a wedge-plate, F, which is removable when the cover B is detached, but which is confined in its place against endwise play, when the cover B is on, by means of a lug, *b*², which is cast on this cover, as shown in Figs. 1 and 4. The cover B is secured in its place over the feed-hole by means of a beveled and inclined hooking-lug, *b*, and a screw fastening, *c*, and also by means of side lips, *b*¹, which are internally beveled. The lug *b* will shed the oil which flows against it, and with the lugs *b*¹ prevent any oil escaping from the box through the feed-hole. The inner end of the box is constructed with a recess, *e*, which surrounds the axle where it enters the axle-box, and which is tightly filled with any suitable packing, *f*. This prevents the escape of oil from the inner end of the axle-box and excludes dust. The wedge-plate F is dovetailed into the saddle C, as shown in Fig. 3.

What I claim as new, and desire to secure by Letters Patent, is—

1. The axle-box cover B, with a lug, *b*², on its inner side below the upper portion of the box A, in combination with the movable wedge F and brass E, as shown and described.

2. The key F, dovetailed into the saddle C, in combination with the lug *b*² on the cover B, as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

L. A. PERROT.

Witnesses:

C. S. SIEGEL,

F. H. SCHNEIDER.