

J. B. EDWARDS.
LOCOMOTIVE DRIVING AND TRUCK BOX.
APPLICATION FILED SEPT. 16, 1910.

1,014,580.

Patented Jan. 9, 1912.

2 SHEETS—SHEET 1.

Fig. 2.

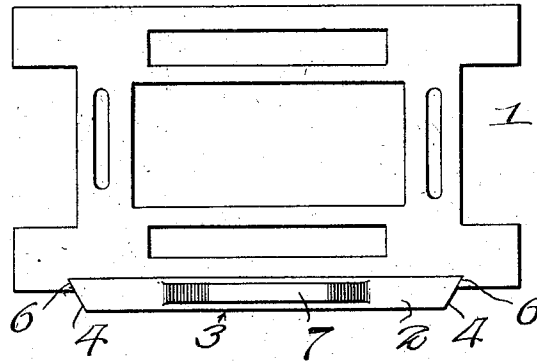
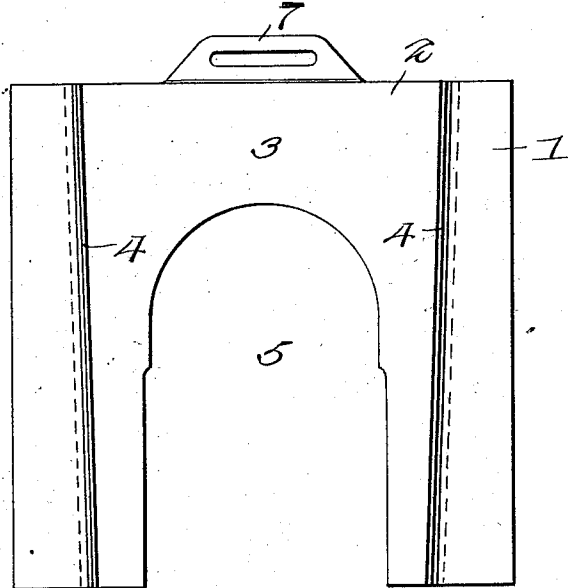


Fig. 1.



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Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

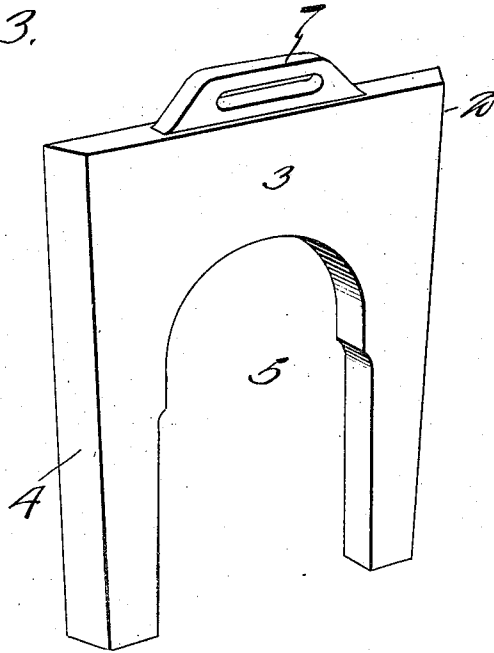
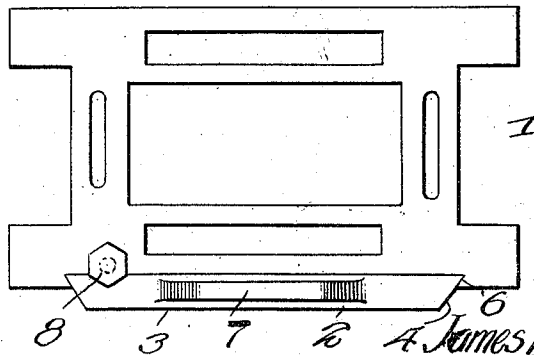


Fig. 4.



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UNITED STATES PATENT OFFICE.

JAMES B. EDWARDS, OF COLUMBIA, SOUTH CAROLINA, ASSIGNOR OF ONE-HALF TO ROWLAND & COMPANY, OF COLUMBIA, SOUTH CAROLINA, A CORPORATION OF SOUTH CAROLINA.

LOCOMOTIVE DRIVING AND TRUCK BOX.

1,014,580.

Specification of Letters Patent.

Patented Jan. 9, 1912.

Application filed September 16, 1910. Serial No. 582,351.

To all whom it may concern:

Be it known that I, JAMES B. EDWARDS, a citizen of the United States, residing at Columbia, in the county of Richland and State of South Carolina, have invented new and useful Improvements in Locomotive Driving and Truck Boxes, of which the following is a specification.

This invention relates to improvements in adjusters for locomotive drive boxes.

At present, when side play exists, it is necessary to remove the wheel from the locomotive, and attach face plates, to the driving box, and replace. The present invention obviates the necessity of so doing, and is intended to remedy side play in engine drive wheels, and it is equally applicable to engine truck wheels.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a front elevation of the device. Fig. 2 is a top plan view of the same. Fig. 3 is a detail view of the liner. Fig. 4 is a top plan view of a slightly modified form.

In the drawings the numeral 1 designates the usual box. This box is adapted to be mounted upon an axle to take up wear between the boxes and the pedestals.

The numeral 2 designates the liner which takes all the wear off of the box. This liner 2 comprises a face plate 3, the latter having its edges beveled as at 4 and inclined downwardly and toward the center of the box 1. The liner 2 is provided with a central opening 5, the walls of which being adapted to straddle the axle of the drive wheels to prevent lateral movement and also to prevent the wheels from contacting with the sides of the box 1. The outer face of the box is provided with beveled recesses 6, the same being inclined downwardly or toward the center of the box so as to provide for the snug reception of the liner 2. By a construction as above described, it will be understood that the weight of the liner is sufficient to cause the

liner to drop by gravity within the pocket formed by the box and also that the thumping of the wheels when passing over the joints of the rails will tend to force the wedge shaped liner tightly within the beveled recesses 6. The liner 2 may, if desired, be provided with an extension 7, the same being adapted to serve as a hand hole when it is desired to remove the liner from the box.

In Fig. 4 of the drawings the device is substantially similar to that heretofore set forth, but in this figure the top of the box is provided with a threaded headed element 8 which is adapted to contact the upper surface of the liner to retain the same against vertical movement.

It is evident that more or less slight changes might be made in the form and arrangement of the several parts described without departing from the spirit and scope of the invention and I do not wish to limit myself to the exact structure herein set forth, but:—

Having thus fully described the invention, what I claim as new is:—

1. The combination with a box having its outer face formed with a depression, the side walls of which converge downwardly and are undercut, of a liner comprising a plate having its top, bottom and side edges of equal thickness, the rear surface of the plate being wholly plain to slidably engage and bear throughout on the bottom wall of the depression or recess in the box face, the side edges of the liner converging downwardly and being beveled to cooperate with the side walls of the box face recess, said box face recess opening wholly through the vertical extent of the box face whereby, through the equal thickness of the top, side and bottom edges of the liner, said liner is adapted for free vertical movement in said recess limited only by the cooperation of the side walls of the liner and recess through their wedge formation.

2. In a device of the class described, the combination with a box having its outer face formed with a depression, the side walls of which converge downwardly and are uniformly undercut from top to bottom,

of a liner comprising a plate having its rear surface wholly plain to slidably engage and bear throughout on the bottom wall of said depression in the box face, the liner
5 having edges converging downwardly to fit against the side edges of said depression, said edges being uniformly beveled to cooperate with the undercut side edges of the

depression to clamp the liner tight against the bottom of said depression at all points. 10

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

JAMES B. EDWARDS.

Witnesses:

ALEX ROWLAND,
CHAS. D. DAVIS.