

(No Model.)

J. TIMMS.
CAR AXLE BOX.

No. 319,643.

Patented June 9, 1885.

Fig. 1.

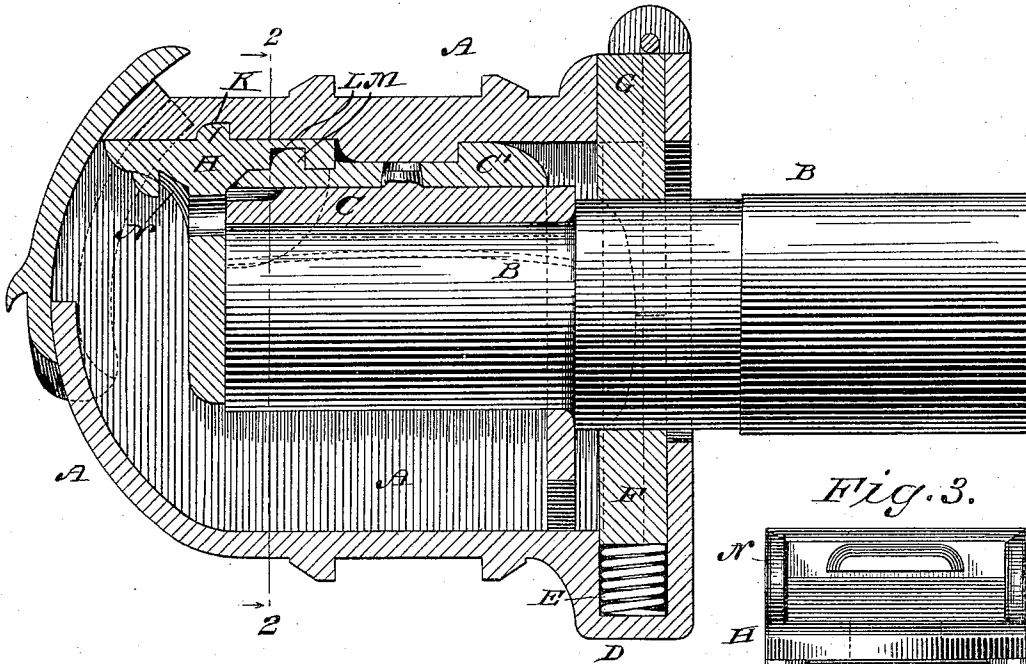


Fig. 3.

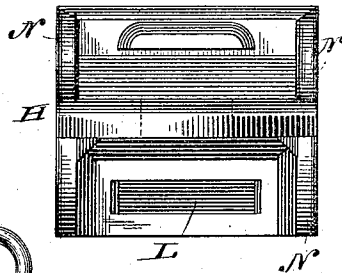


Fig. 2.

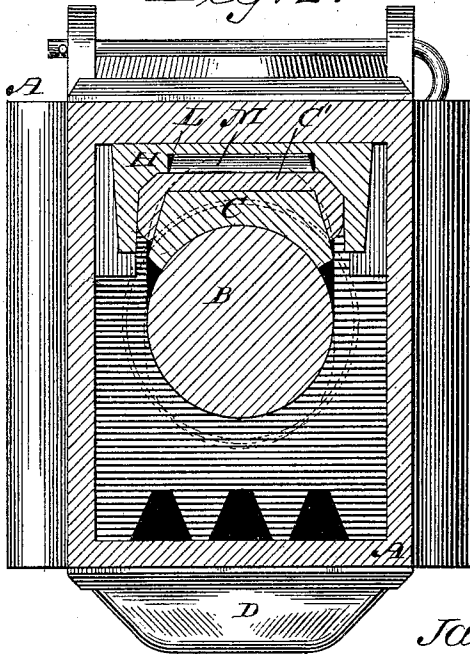


Fig. 5.

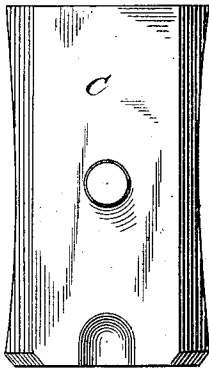
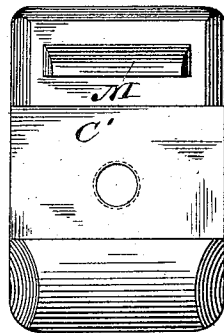


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

JAMES TIMMS, OF COLUMBUS, OHIO, ASSIGNOR OF ONE-HALF TO B. F. REES, OF SAME PLACE.

CAR-AXLE BOX.

SPECIFICATION forming part of Letters Patent No. 319,643, dated June 9, 1885.

Application filed April 28, 1885. (No model.)

To all whom it may concern:

Be it known that I, JAMES TIMMS, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Car-Axle Boxes, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a longitudinal central sectional view. Fig. 2 is a cross-sectional view on the line 2 2 of Fig. 1. Fig. 3 is a view of the plate or end bearing detached. Fig. 4 is a top view of the saddle detached, and Fig. 5 is a top view of the brass detached.

My improvements relate to that class of car-axle boxes disclosed in my United States Letters Patent No. 277,382, granted May 8, 1883, and I design to further perfect such boxes. My improvements are, however, applicable to other car-axle boxes.

Referring to the letters upon the drawings, A indicates the case of the axle-box; B, the axle; C, the brass or bearing; C', the cap or saddle-like holder for the brass, and D a hollow or recessed projection upon the lower side of the inner end of the box for the purpose of receiving the spring E of the spring-packing F.

G indicates the top packing, similar in construction to the spring-packing F.

In my present device, in order to prevent lateral motion upon the brasses, cap, and journal, or swing of the car, I provide a peculiar T-shaped rigid plate or end bearing, H, against which the outer end of the cap, brass, and journal impinge. This plate is inserted into the opening in the end, instead of the top of the box, as in my said patent, and forms part

of the cap or saddle, and is held in place by means of a lug or rib, I, on its top, which enters a corresponding recess, K, in the inner surface of the top of the box, and also by weight of the car and its load resting thereon. The plate is also provided with a recess, L, into which enters a lug or rib, M, on the top of the brass-holder C'. N indicates flanges or braces on the sides of the T-shaped plate H.

This construction of the plate and its adaptation to the box so as to form a part of the cap or saddle serves to connect the parts together suitably and well, and prevents hurtful end wear of the journal, and at the same time is an additional protection of the brass and journal from dust and foreign matter, and is a practical improvement of much importance.

Having described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The T-shaped plate or end bearing engaging with the box and with a saddle or cap, substantially as set forth.

2. The T-shaped end bearing provided with a rib and recess and with side flanges, substantially as set forth.

3. The combination of the T-shaped end bearing, the saddle with the rib *m*, engaging with a recess in the plate, and a rib, I, engaging with a recess in the top of the box, substantially as set forth.

In testimony whereof I have hereunto subscribed my name.

JAMES TIMMS.

Witnesses:

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F. F. D. ALBEOY.