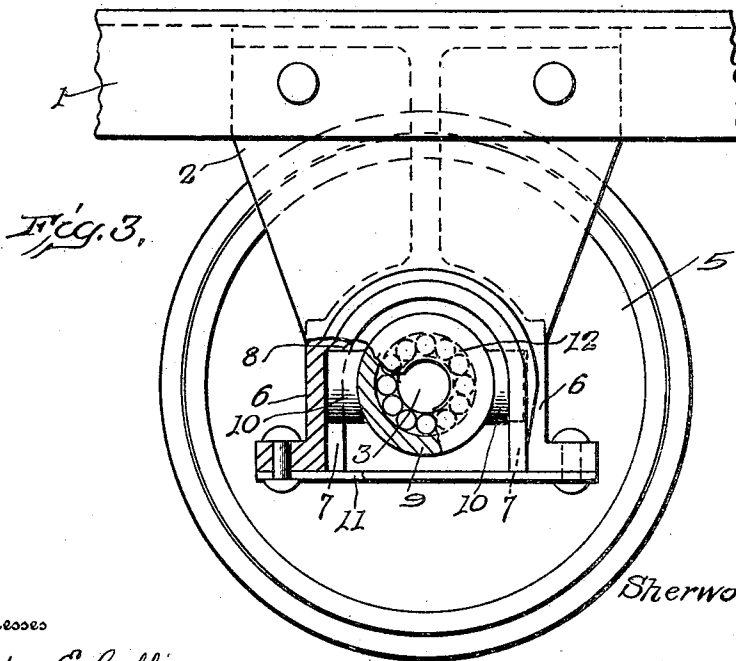
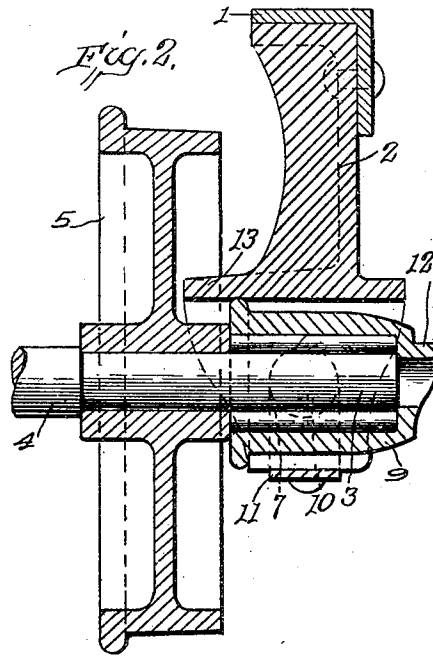
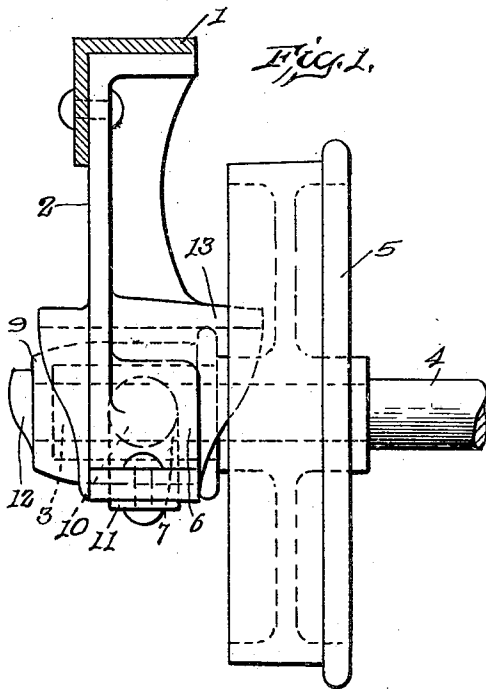


S. M. CHASE.
 ADJUSTABLE JOURNAL BOX FOR TRUCKS.
 APPLICATION FILED MAY 26, 1910.

979,648.

Patented Dec. 27, 1910.



Witnesses

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UNITED STATES PATENT OFFICE.

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ADJUSTABLE JOURNAL-BOX FOR TRUCKS.

979,648.

Specification of Letters Patent.

Patented Dec. 27, 1910.

Application filed May 26, 1910. Serial No. 563,536.

To all whom it may concern:

Be it known that I, SHERWOOD M. CHASE, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Adjustable Journal-Boxes for Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to adjustable journal boxes for trucks.

The object of the invention is to provide a journal box for use in connection with industrial railway cars which will automatically accommodate itself to the various positions assumed by the axle owing to the irregularities in the track or to other causes.

To this end it is a further object of the invention to provide a journal box movable about a horizontal axis extending at right angles to the length of the axle and bodily movable in a substantially vertical plane.

In the accompanying drawings, Figure 1 is an elevation of a portion of an axle, showing the same supported in a journal box embodying my invention; Fig. 2 is a vertical, sectional view, taken centrally of the axle shown in Fig. 1; and Fig. 3 is a side elevation, partially in section, of what is shown in Fig. 1.

In these drawings I have illustrated one embodiment of my invention and have shown the same as applied to a truck of ordinary construction comprising a main frame 1 having depending bearing brackets 2, in which are supported the bearings for the outer ends or journals 3 of an axle 4, upon which are mounted track wheels 5. In the form here shown the lower end of the supporting bracket 2 is bifurcated and the depending arms 6 thereof are provided in their adjacent faces with vertically arranged slots or guideways 7, the upper ends of which are closed by inwardly extending walls or lugs 8. Journal boxes 9, which may be of any suitable character and are here shown as containing bearing rollers which support the journal 3, are provided with laterally extending trunnions 10 arranged in a substantially horizontal plane and extending at substantially right angles to the length of the axle. The ends of these trunnions extend into the grooves 7 in the arms 6 of the supporting bracket and have both a pivotal movement and a vertical slid-

ing movement relative to that bracket. Normally, the weight of the car is supported on the journal box through the medium of the trunnions and the lugs 8 which close the upper ends of the slots 7 and rest upon the trunnions. The lower ends of the slots 7 may be closed in any suitable manner, but, in the present instance, I have secured a bar 11 to the lower ends of the arms and this bar extends across and closes the lower ends of the slots in those arms.

It will be apparent that with the journal box constructed in the manner here shown the wheels are free to follow any irregularities in the track; and that the journal box will automatically adjust itself to the varying inclinations of the axle, thereby maintaining the journal box at all times in true alinement with the journal and eliminating the wear and resistance incident to the binding of the journal in the journal box where the latter is rigidly mounted. It will further be noted that the outer end of the journal box is provided with a loop or shield 12 which extends beyond the end of the journal and forms a dust guard to prevent dust or dirt of any character from entering the bearing. The supporting bracket 2 is also provided with an inwardly extending shield 13 extending beyond the inner end of the journal box and serving to prevent the entrance of dust or dirt at that end of said journal box.

I wish it to be understood that I do not desire to be limited to the details of construction shown and described, for obvious modifications will occur to a person skilled in the art.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. In a truck, the combination, with a main frame, an axle, and track wheels carried by said axle, of a supporting bracket having vertical guideways therein, and a journal box having trunnions slidably and pivotally mounted in said guideways.

2. In a truck, the combination, with a main frame, an axle, and track wheels mounted on said axle, of a supporting bracket carried by said main frame and having a bifurcated lower arm, the arms of said bifurcation having grooves in the adjacent faces thereof, and a journal box having trunnions arranged in a substantially

horizontal plane, extending transversely to the length thereof and slidably and pivotally mounted in said grooves.

3. In a truck, the combination, with a
5 main frame, an axle, and track wheels mounted on said axle, of a bearing bracket carried by said main frame, a journal box pivotally and slidably mounted on said bearing bracket, and a dust shield carried by
10 said bracket and extending inwardly beyond the end of said journal box.

4. In a truck, the combination, with a main frame, an axle, and track wheels mounted on said axle, of a bearing bracket

carried by said main frame, a journal box 15 pivotally and slidably mounted on said bearing bracket, a dust shield carried by said bracket and extending inwardly beyond the end of said journal box, and a dust shield carried by said journal box and extending 20 beyond the outer end thereof.

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

SHERWOOD M. CHASE.

Witnesses:

CHARLES COON,
JOHN C. COON.