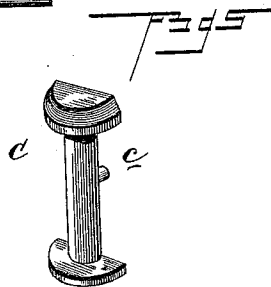
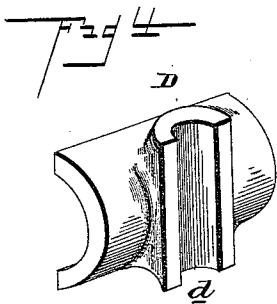
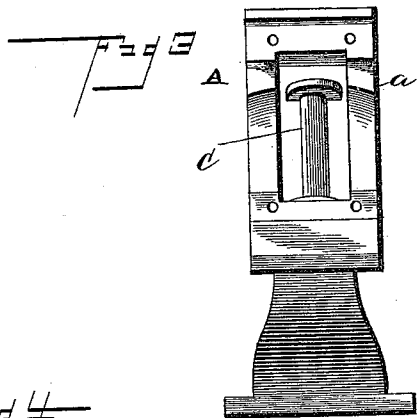
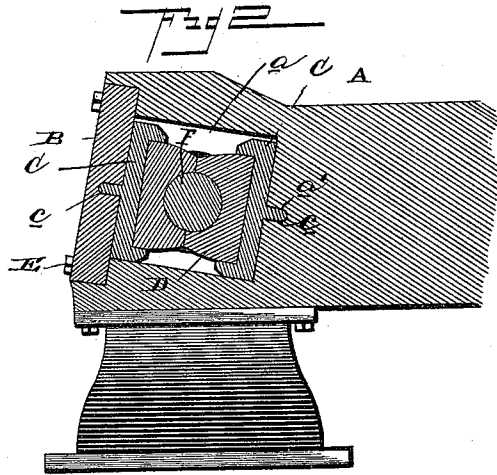
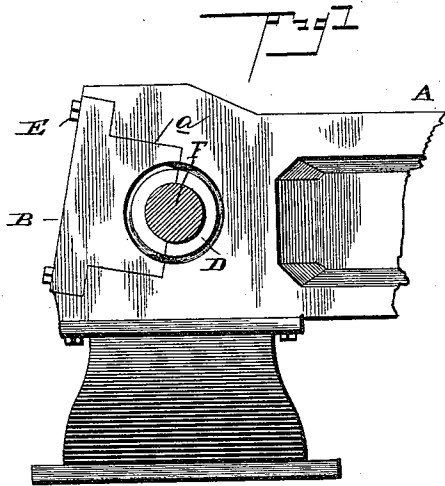


(No Model.)

G. FUSSELL, Jr.
JOURNAL BOX FOR STEAM ENGINES.

No. 440,102.

Patented Nov. 4, 1890.



Witnesses

John Amirie
Chas. S. Robertson.

By his

Inventor
George Fussell, Jr.

Attorneys

T. J. W. Robertson

UNITED STATES PATENT OFFICE.

GEORGE FUSSELL, JR., OF LOCKPORT, NEW YORK.

JOURNAL-BOX FOR STEAM-ENGINES.

SPECIFICATION forming part of Letters Patent No. 440,102, dated November 4, 1890.

Application filed July 12, 1890. Serial No. 358,560. (No model.)

To all whom it may concern:

Be it known that I, GEORGE FUSSELL, JR., a citizen of the United States, residing at Lockport, in the county of Niagara and State of New York, have invented certain new and useful Improvements in Journal-Boxes for Steam-Engines, of which the following is a specification, reference being had therein to the accompanying drawings.

This improvement relates more particularly to the main bearing of steam-engines, but it may be found useful in other engines or machines; and the invention consists in the peculiar construction, arrangement, and combination of parts hereinafter more particularly described and then definitely claimed.

In the accompanying drawings, Figure 1 is an elevation of one end of an engine-frame provided with my improvement partly in section. Fig. 2 is a vertical central longitudinal section of the same. Fig. 3 is an end view with parts removed. Fig. 4 is a perspective view of a section of the box removed. Fig. 5 is a perspective of a movable pillar, whose object will be more fully described hereinafter.

Referring now to the details of construction, A represents the frame of the engine, having an opening *a* to contain the box and to which the cap B is secured.

At C (see Fig 5) is shown a pillar provided with a lug *c*, which fits snugly into a hole *a'*, bored into the back of the opening *a*. On this pillar is set one half of the box D, which is provided with a grooved rib on the back to fit on the half-round surface of the pillar C. The other half of the box is of similar form and sets on a pillar similar to that shown at C, which pillar is attached in a similar man-

ner to the cap B, as shown at Fig. 2, and then the cap is securely bolted on, as shown at E in Fig. 1, thus holding the engine-shaft F in a box that is perfectly self-adjusting as to position. By this construction a bearing for a steam-engine shaft is made that will enable said shaft to run easy even if the pillow-block that carries its other end gets considerably out of line either vertically or horizontally, and thus heating and excessive wear of the journal and box will be prevented, for it is evident from the construction described and shown that the box and pillars practically form a self-adjusting bearing that will accommodate itself to any change of position of the shaft.

What I claim as new is—

1. The combination of a box D, having ribs on its back, and a holder for said box engaging with said ribs and constructed to move on a pivotal point in its support, substantially as described.

2. The combination, with a divided box D, each section having a groove on its outer surface, of the pillars C, fitted to said grooves and supported on central pivots, substantially as described.

3. The combination, with the frame of an engine, of a divided box D, each section having a grooved rib, and a pillar C, fitted to said groove and provided with a pivotal lug *c*, fitting into holes in the frame of the engine, substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 9th day of July, 1890.

GEORGE FUSSELL, JR.

Witnesses:

T. J. W. ROBERTSON,
GEORGE FUSSELL.