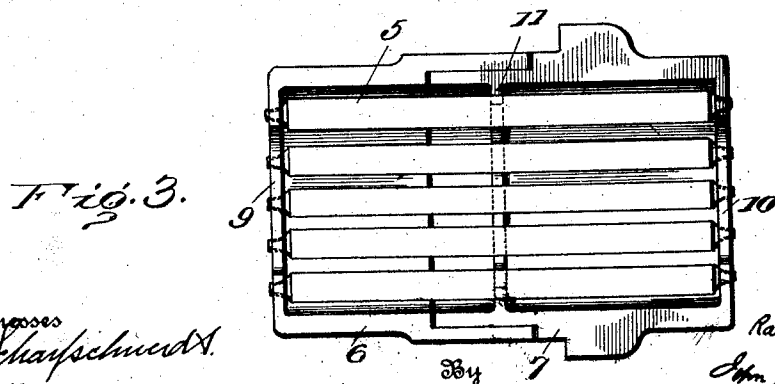
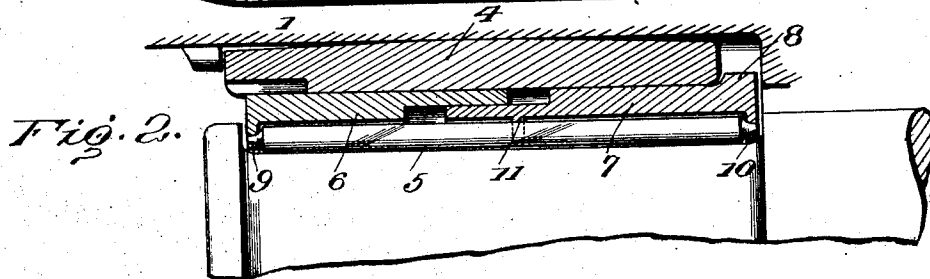
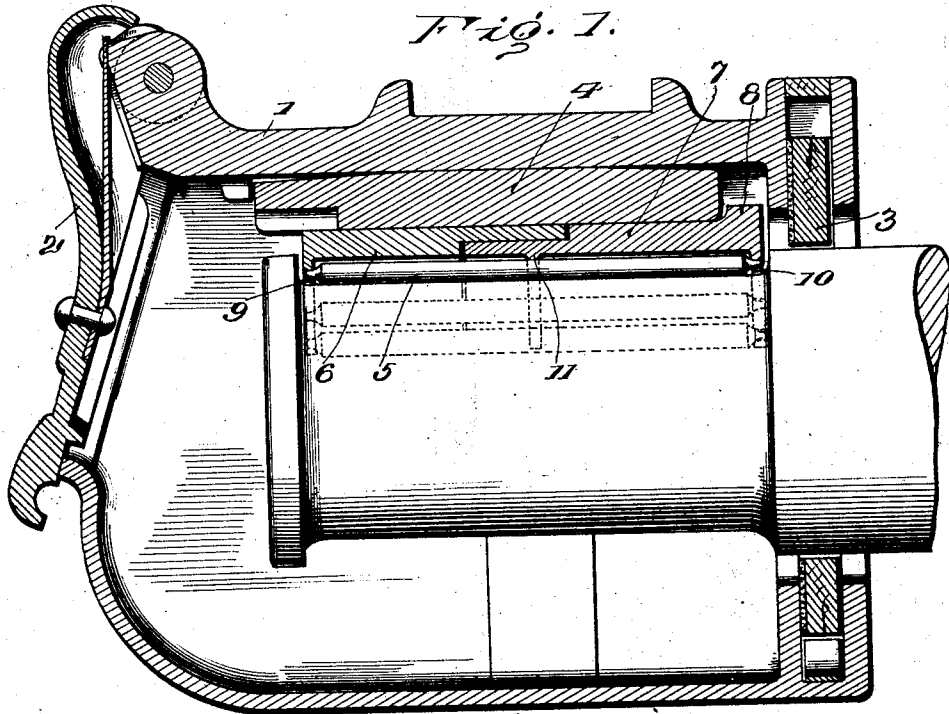


R. CARRESSE.
 ROLLER BEARING FOR JOURNAL BOXES.
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1,047,914.

Patented Dec. 24, 1912.



Witnesses
L. Scharfsmiedt
R. Lay

Inventor

Raoul Carresse
John F. Baldwin
 Attorney

UNITED STATES PATENT OFFICE.

RAOUL CARRESSE, OF NEW ORLEANS, LOUISIANA.

ROLLER-BEARING FOR JOURNAL-BOXES.

1,047,914.

Specification of Letters Patent.

Patented Dec. 24, 1912.

Application filed June 27, 1911. Serial No. 635,606.

To all whom it may concern:

Be it known that I, RAOUL CARRESSE, a citizen of the United States of America, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Roller-Bearings for Journal-Boxes, of which the following is a specification.

The object of my invention is to provide a new and useful form of bearing for railroad car axles wherein I provide for the use of rollers and avoid the occurrence of overheating in the journal with the dangers consequent thereupon.

Referring to the accompanying drawings which show a preferred embodiment of my invention: Figure 1 shows a vertical section of the car axle box and bearing plate with the rollers therein. Fig. 2 shows the bearing plate in section adjusted to a car axle of different size. Fig. 3 shows a plan view of the bearing plate.

In the drawings 1 indicates a journal box of the usual construction provided with the spring operated door 2, dust guard 3 and bearing lock plate 4.

5 indicates the rollers which are mounted in a roller bearing plate. This plate is in two parts 6 and 7 which are rabbeted to fit each other so that they may be adjusted to different lengths of axle bearing, as it is common for car axles to vary in the length of their bearing and this fact has heretofore largely prevented the use of any other form of bearing than the usual journal brasses which are provided of varying sizes. The front plate or part 6 is squared on its upper face to fit the lower face of the lock plate 4, while the rear plate 7 has formed exteriorly on its rear edge the projecting flange 8 to engage the lock plate 4 and the plates

are curved to fit approximately around one fourth of the circumference of the axle. On their inner faces the plates are provided with the inwardly extending flanges 9 and 10 which are bored or recessed to receive the ends of the rollers 5. In addition the inner face of the rear plate is provided with the spacing and supporting flange 11 which is recessed to receive the rollers. If desired a similar flange may be formed on the front plate, but in practice I have found one flange sufficient. In the construction shown the plates are fitted to receive five rollers though a less or greater number of rollers may be employed as desired. These rollers are of hardened metal and are coned at their ends to engage the flanges 9 and 10 of the plates.

Having thus described my invention, I claim:—

A railroad car axle bearing comprising a plate of two adjustable sections arranged to fit within an axle box, each of said sections being curved on a curve concentric to the car axle, and being flattened on their rear surface to fit against the under face of a locking plate and the rear section having an upstanding flange to engage said locking plate, each of said sections being provided with a flange on its inner face arranged to receive and support the coned ends of rollers, and one of said sections having on its inner face a supporting and spacing flange, and bearing rollers engaged and supported in said flanges.

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

RAOUL CARRESSE.

Witnesses:

RALPH PAYETTE,
WM. S. PIKE.