C. H. SHATTUCK.

CAR-AXLE BOX.

No. 188,423. Patented March 13, 1877.

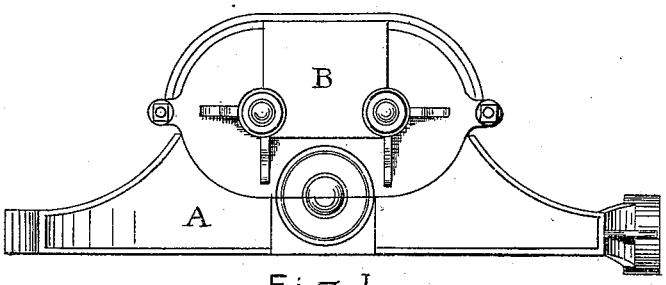

Fig. 1.

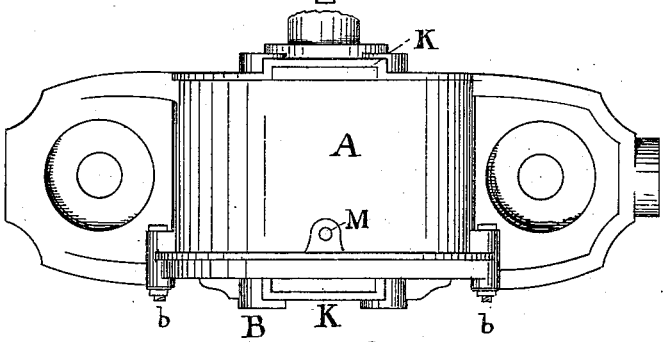

Fig. 2.

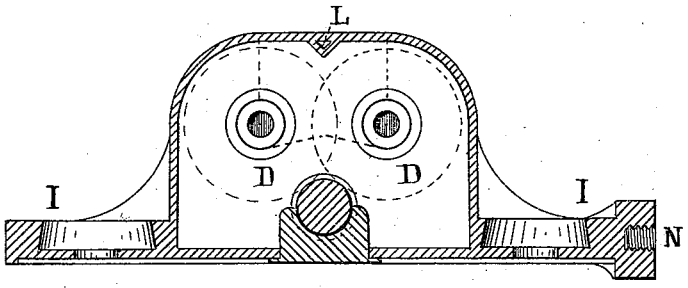

Fig. 3.

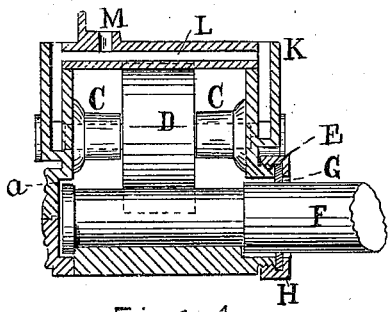

Fig. 4.

WITNESSES

Frank G. Parker

Fred. C. Raymond 2d

INVENTOR

C. H. Shattuck.

UNITED STATES PATENT OFFICE.

CHARLES H. SHATTUCK, OF BOSTON, MASSACHUSETTS, ASSIGNOR OF TWO-THIRDS HIS RIGHT TO JULIUS E. RUGG, OF SAME PLACE, AND GEORGE SAWYER, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CAR-AXLE BOXES.

Specification forming part of Letters Patent No. **188,423**, dated March 13, 1877; application filed September 27, 1876.

To all whom it may concern:

Be it known that I, CHARLES H. SHATTUCK, of Boston, in the county of Suffolk and State of Massachusetts, have invented an Improvement in Car-Axle Box, of which the following is a specification:

This invention is an improvement on Patent No. 86,543, granted to A. Higley, February 2, 1869; and consists, primarily, in a novel way of constructing the box to support the journals of the friction-wheels, and also in the method of supplying oil to the bearings.

Reference is made to the accompanying drawing, forming a part of this specification, in explaining the nature of my invention, in which—

Figure 1 is a side elevation. Fig. 2 is a plan. Fig. 3 is a longitudinal vertical section, and Fig. 4 is a detail view.

The box is cast, preferably, in two parts, consisting of the shell A and the removable face B. The shell, together with the removable face, is provided with two hollow projections, C, upon their inner walls, which provide bearings for the shafts carrying the friction-rolls D. The shell A is further provided with the nub E, which surrounds the axle F, and has a screw-thread cut upon its exterior. It carries at its end the dust-washer G, and the cap H fits over the same and is screwed to the nub. The extensions I support pedestals, upon which the car is hung.

As above stated, the removable face B is furnished with the inwardly-projecting bearings C. It is also recessed at *a* on its inner side to fit over the end of the axle, and is arranged to shut inside the shell, to which it is bolted by the bolts *b*.

In operation, the axle F bears upon the friction-rolls D, which are preferably arranged so that the circumference of the central roll on one shaft may project and revolve between rolls on each end of the other shaft.

Oil-reservoirs K, connected with each other by the channel L, open into the bearings C of the rolls upon the removable plate and upon the back of the shell, and the lubricant is fed to the reservoirs through supply-hole M. One wing or projection, I, is provided with a female screw, N, as shown; and by means of a rod, having a right-and-left screw fitted to said female screw, the box may be connected with another when a pair of boxes are used to form a truck. The rod may be jointed at the center of its length, if desired. This method of uniting the pair of boxes is preferable to the one in use, which employs a rod jointed at its junction with each box to which it is bolted.

By this construction of box I am enabled to easily examine its interior, make slight repairs, and readily oil the bearings, without removing a car to the repair-shop.

I claim—

1. In a car-axle box, the combination of the shell A, provided with the extensions I, hollow bearing-projections C, and removable plate B, with the axle F and anti-friction rolls D, all arranged in relation to each other, substantially as and for the purpose described.

2. In a car-axle box, the oil-reservoirs K, arranged upon each side of the box and opening into the bearings, as shown, and connected at their top by the supply-channel L, substantially as described.

3. A car-axle box provided with the female screw N upon one or both its ends, substantially as and for the purpose described.

C. H. SHATTUCK.

Witnesses:

THOS. WM. CLARKE,

F. F. RAYMOND, 2d.