W. T. MORROW.

Car-Axle Box.

No. 37,586. Patented Feb. 3, 1863.

Fig. 3.

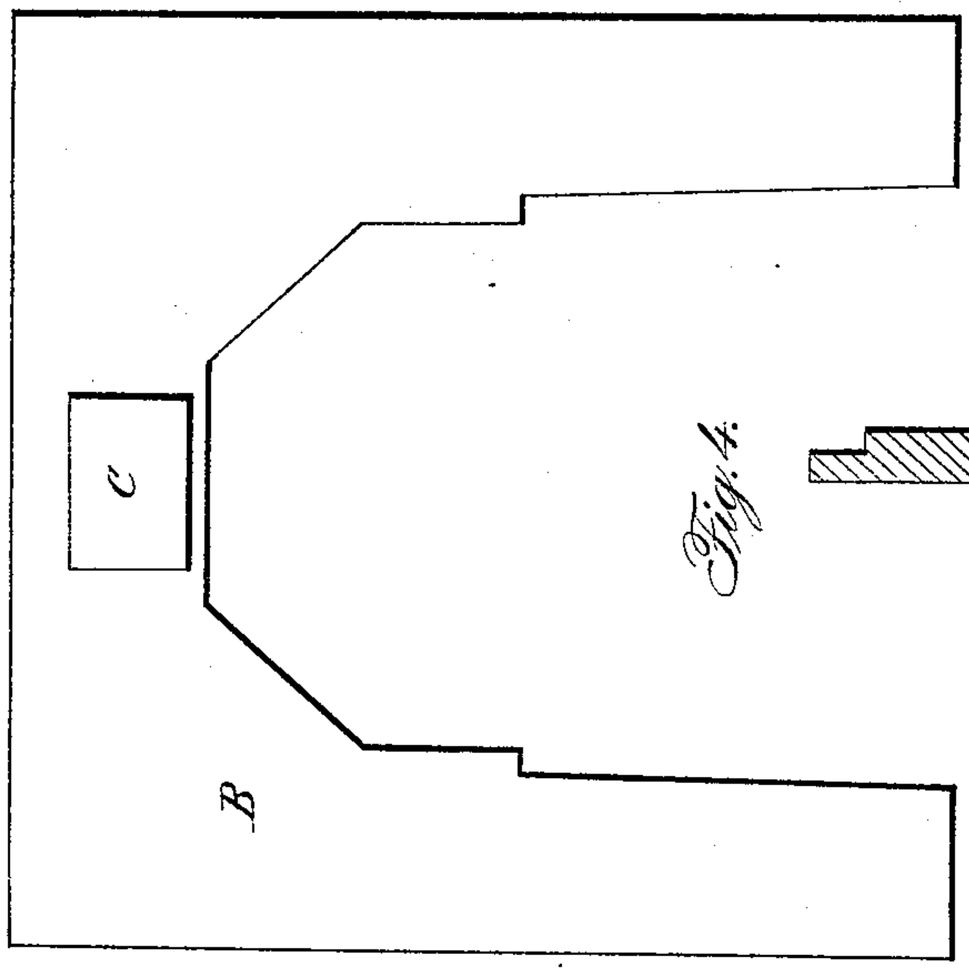


Fig. 4.

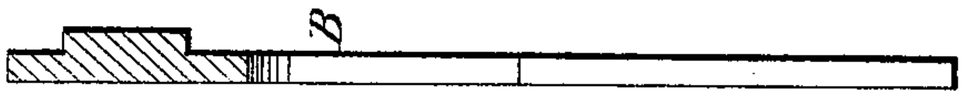


Fig. 1.

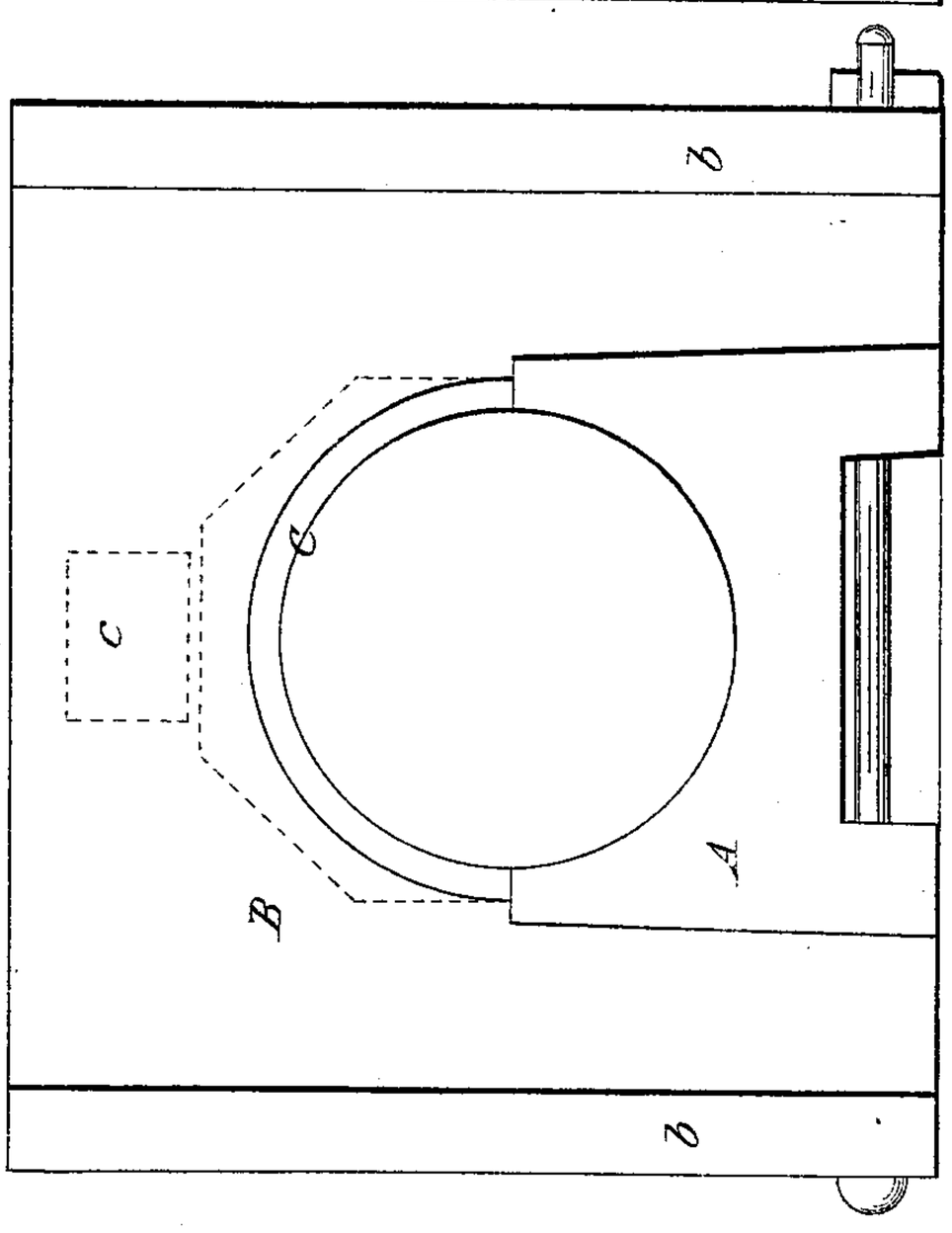
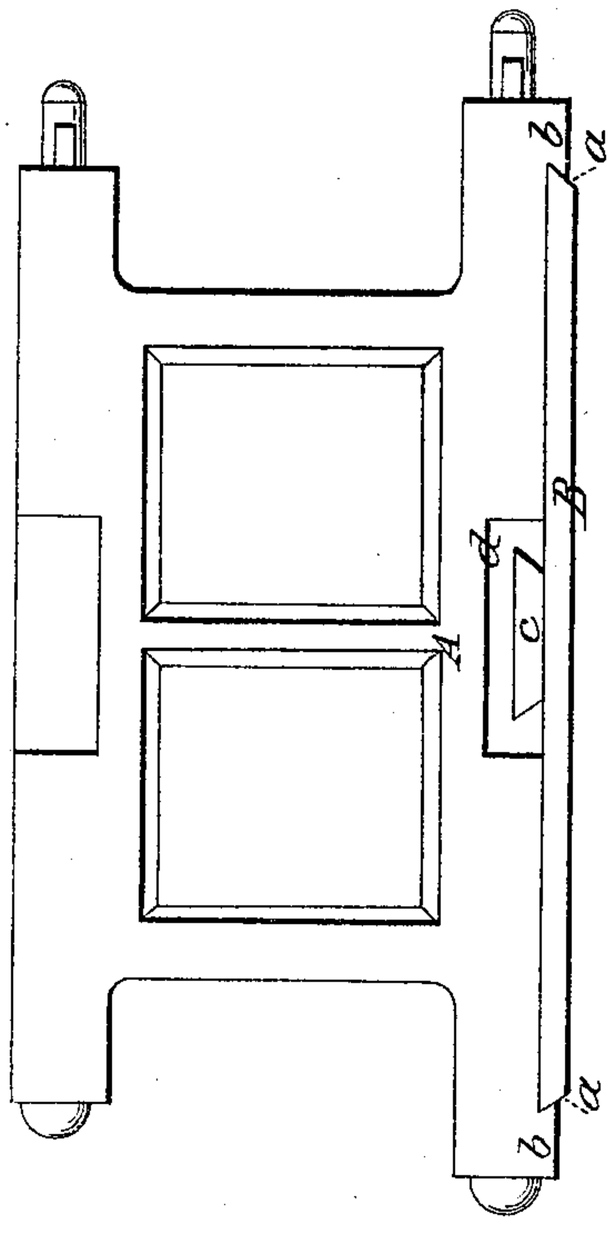


Fig. 2.



Witnesses:

J. W. Coombs

G. W. Reed

Inventor:

W. T. Morrow

Per Munn & Co Attys

UNITED STATES PATENT OFFICE.

WILLIAM T. MORROW, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN JOURNAL-BOXES.

Specification forming part of Letters Patent No. **37,586**, dated February 8, 1863.

To all whom it may concern:

Be it known that I, WILLIAM T. MORROW, of Chicago, in the county of Cook and State of Illinois, have invented a new and Improved Liner-Wedge for Journal-Boxes, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a face view of my invention. Fig. 2 is a plan or top view of the same. Fig. 3 is an inside view of the liner-wedge. Fig. 4 is a transverse vertical section of the same.

Similar letters of reference in the several figures denote corresponding parts.

This invention consists in the arrangement of an adjustable wedge capable of being slipped between guides on the face or over flanges on the edges of the driving-box of a locomotive, or of the journal-box of any other axle, in such a manner that by means of said wedge any wear occurring on the face of the box can be compensated without removing the box.

When the side of a driving-box of a locomotive or any other journal-box is worn away by the rubbing of the hub of the driving-wheel against it, the custom is to plane off the face of the box and to fasten a liner to it with rivets or screws. For this purpose the boxes have to be taken out from under the engine and the engine becomes useless for several days. This difficulty I have obviated by my invention. The face of the box A is provided with a recess, *a*, to receive the liner-wedge B, the edges of which may be V-shaped to fit between the dovetailed guides *b* on the box, as shown in Fig. 2 of the drawings, or which may be arranged so as to slip over the flanges of the box. The liner-wedge is made of cast-iron—chilled or not—or of any other suitable material tapering toward its lower end, and it is provided with a lug, *c*, projecting from its inner side. It fits on the back of the brass box C, which may either be turned down to a semi-circle shape, as shown in Fig. 1 of the drawings, or which may be left in its original shape, according to the shape of the corresponding recess in the wedge B. The lug *c* fits into a recess, *d*, cast in the upper surface of the box, and intended to receive a spring-stirrup, which will prevent the wedge from working out spontaneously. The wedge may, however, be retained by one or more set-screws or pins passing through the same and into the face of the box. When the face of the box wears out, the wedge B is removed and a new one adjusted in its place, and the box is just as good as new; and with my improvement this change can be effected without removing the box and in a very short time, so that the engine or other machine or device can be used almost without interruption.

What I claim as new, and desire to secure by Letters Patent, is—

The arrangement of the adjustable liner-wedge B, in combination with a journal-box, A, constructed and applied substantially as and for the purposes set forth.

WM. T. MORROW.

Witnesses:
S. S. HAYES,
WILLIAM H. PURDY.