

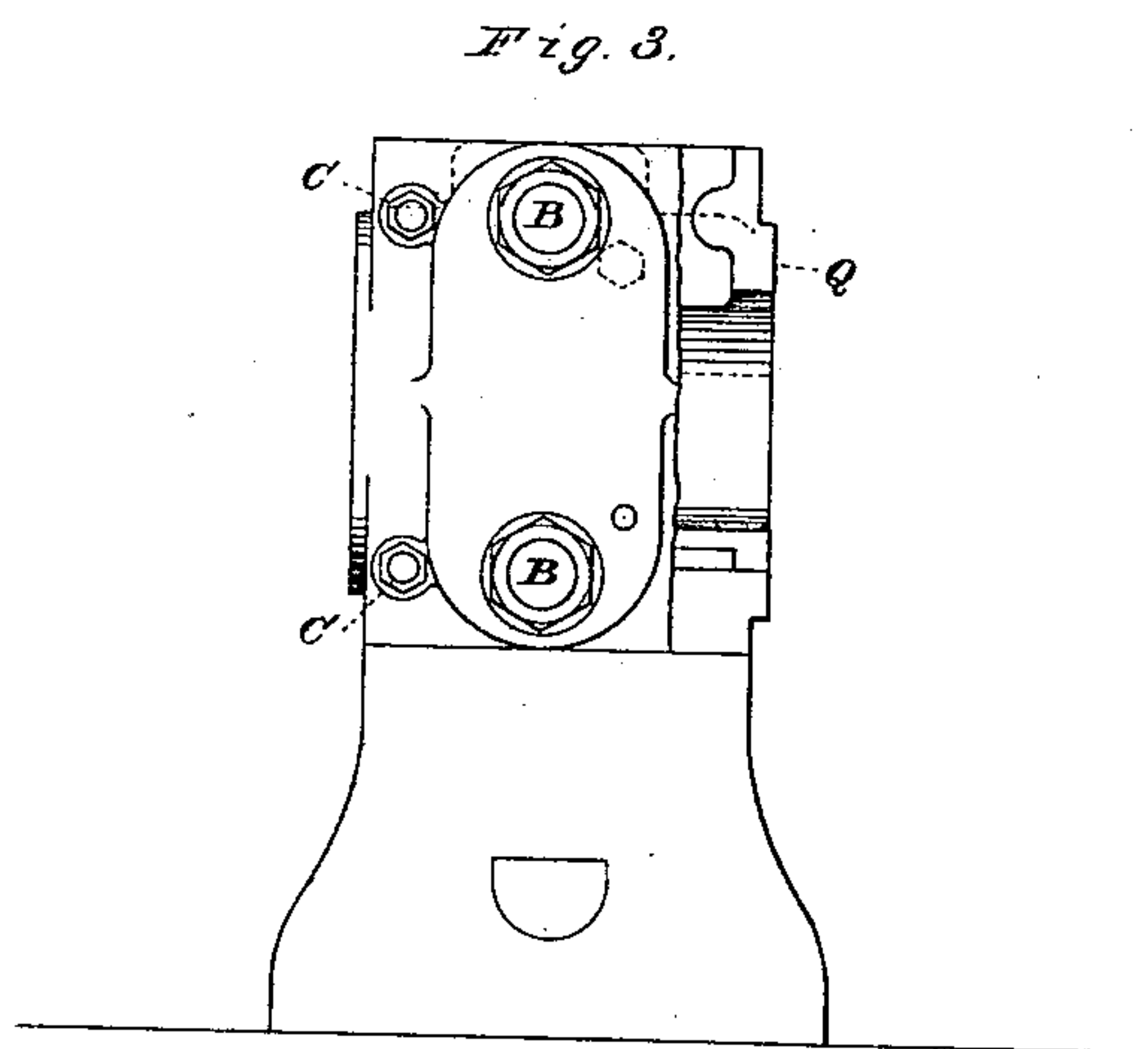
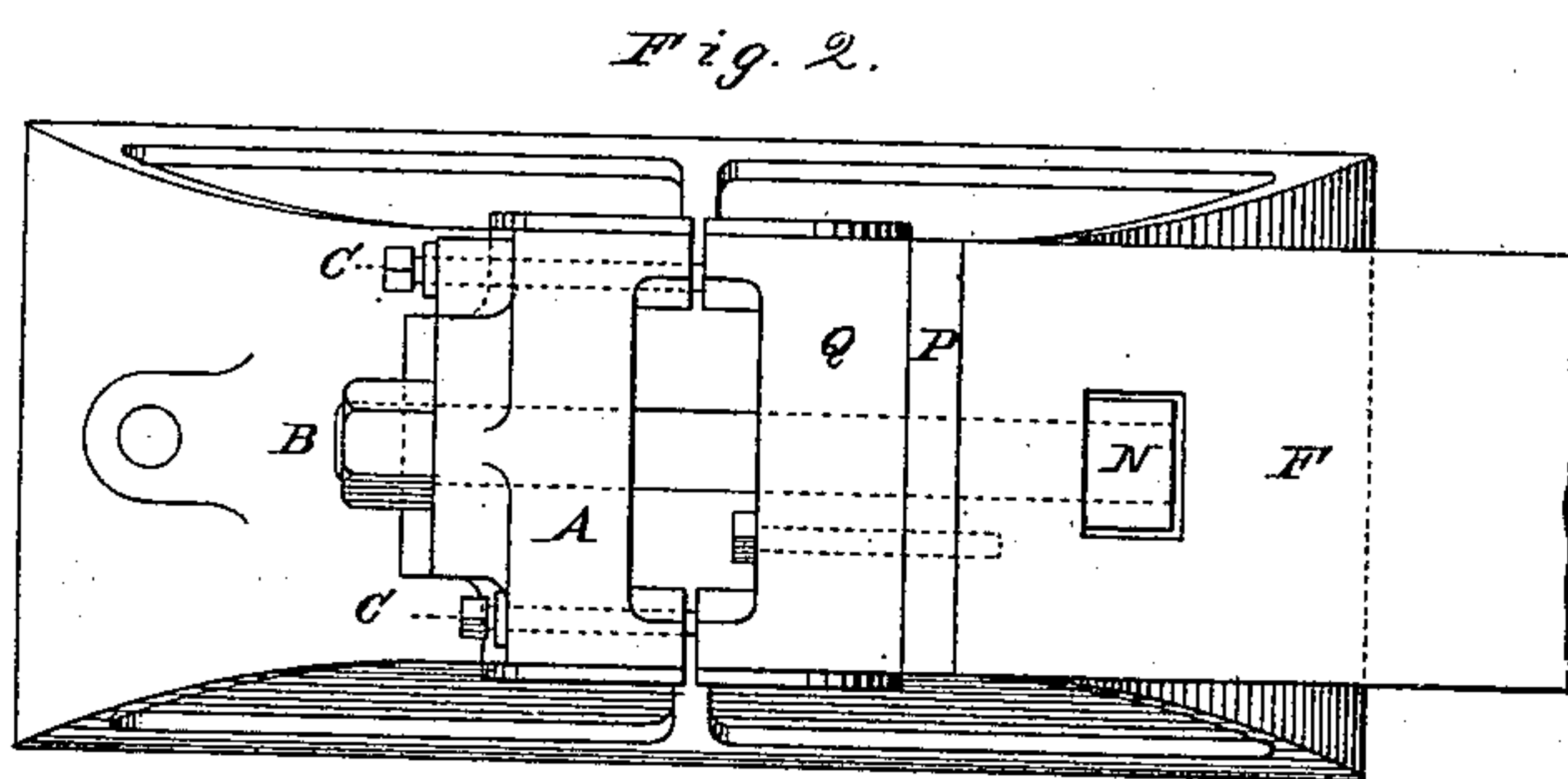
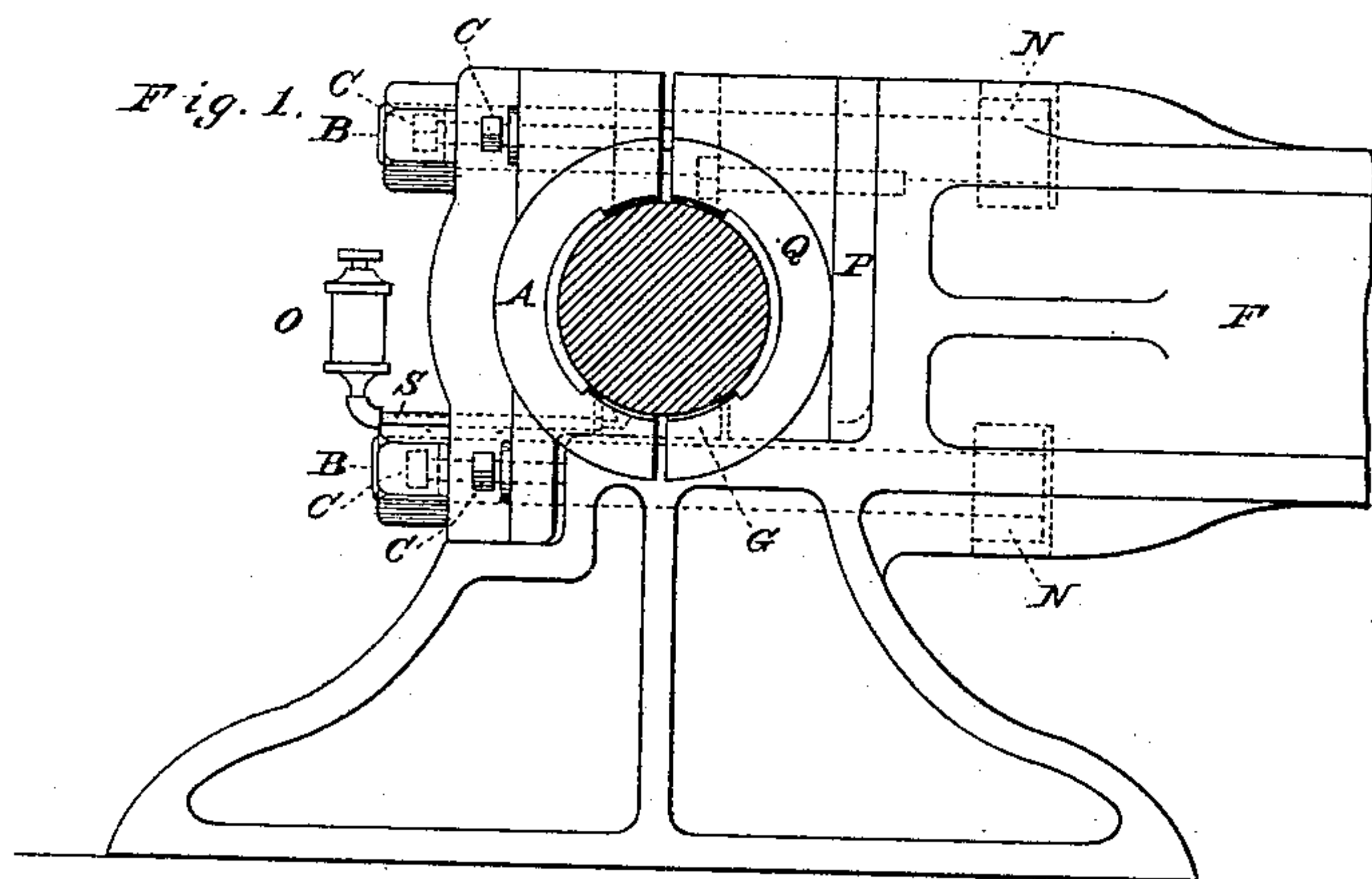
(No Model.)

E. S. NEWTON.

PILLOW BLOCK.

No. 353,960.

Patented Dec. 7, 1886.



WITNESSES

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UNITED STATES PATENT OFFICE.

EDWARD S. NEWTON, OF EAST SAGINAW, MICHIGAN.

PILLOW-BLOCK.

SPECIFICATION forming part of Letters Patent No. 353,960, dated December 7, 1886.

Application filed September 7, 1886. Serial No. 212,930. (No model.)

To all whom it may concern:

Be it known that I, EDWARD S. NEWTON, a citizen of the United States, resident of East Saginaw, in the county of Saginaw and State of Michigan, have invented certain new and useful Improvements in Pillow-Blocks for Steam-Engines; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view. Fig. 2 is a top view. Fig. 3 is an end view.

My invention relates to pillow-blocks for steam-engines and other machines; and it consists in the construction and novel combination of parts, as hereinafter described, and pointed out in the claim.

Referring by letter to the accompanying drawings, F designates a portion of the main frame.

A designates the pillow-block cap, which is held in place by the two large bolts B B, which bolts pass through the various pieces of the pillow-block into the end of the frame, where they are secured by nuts N N, let into suitable recesses cast in the frame.

Q designates what is commonly termed or known as a "quarter-brass," which is in this case, however, made of iron and lined with some kind of anti-friction metal, as is also the pillow-block cap A.

P is simply a plate of metal of a thickness sufficient to allow when it is withdrawn of the part Q being removed. This construction is, however, not a necessary one, as the parts P and Q can be readily cast with the pillow-block, if preferred.

Making the parts P and Q loose or separate is only a matter of convenience for inspection, repairs, &c.

The weight of the shaft is taken on the brass plate G; or plate G may be of steel or iron

lined with anti-friction metal. This plate G is made a little narrower than the space provided for it to permit a slight movement of the shaft back and forth without "climbing" onto the edges of the plate. The set-screws C, of which there are four, one on each side of the main bolts B B, are for the purpose of accurately adjusting the bearing of the cap on the shaft.

The oil-cup O is attached to a pipe, S, which passes through the cap A into the plate G, and allows oil to flow into a groove cut nearly the whole length of the plate, the said groove not being shown in the present instance.

As shown, it is intended to have the top of the shaft turn to the left. If the shaft is to move in the opposite direction, the oil-hole will be carried across the plate and the groove cut near the other edge.

The drawings show the pillow-block and frame cast in one piece. This is not a necessary form of construction, as, if preferred, the pillow-block can be made separate and bolted to the frame. When the latter construction is used, the bolts B B will extend into the main frame.

I do not wish to confine the application of this device to steam-engines alone, as it is equally applicable to many other machines.

Pillow-blocks are often made with the cap at an angle and the plate G omitted, while in my construction the said plate is employed and the cap placed vertically.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the pillow-block having the cap placed vertically, of the plates G, Q, and P, bolts B B, and set-screws C C, substantially as specified.

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

EDWARD S. NEWTON.

Witnesses:

JAS. B. PETER,

JACOB CHRISTOPHER.