No. 624,153. Patented May 2, 1899.

J. R. BAKER.

CAR BEARING.

(Application filed Feb. 11, 1898.)

(No Model.)

Fig. 1.

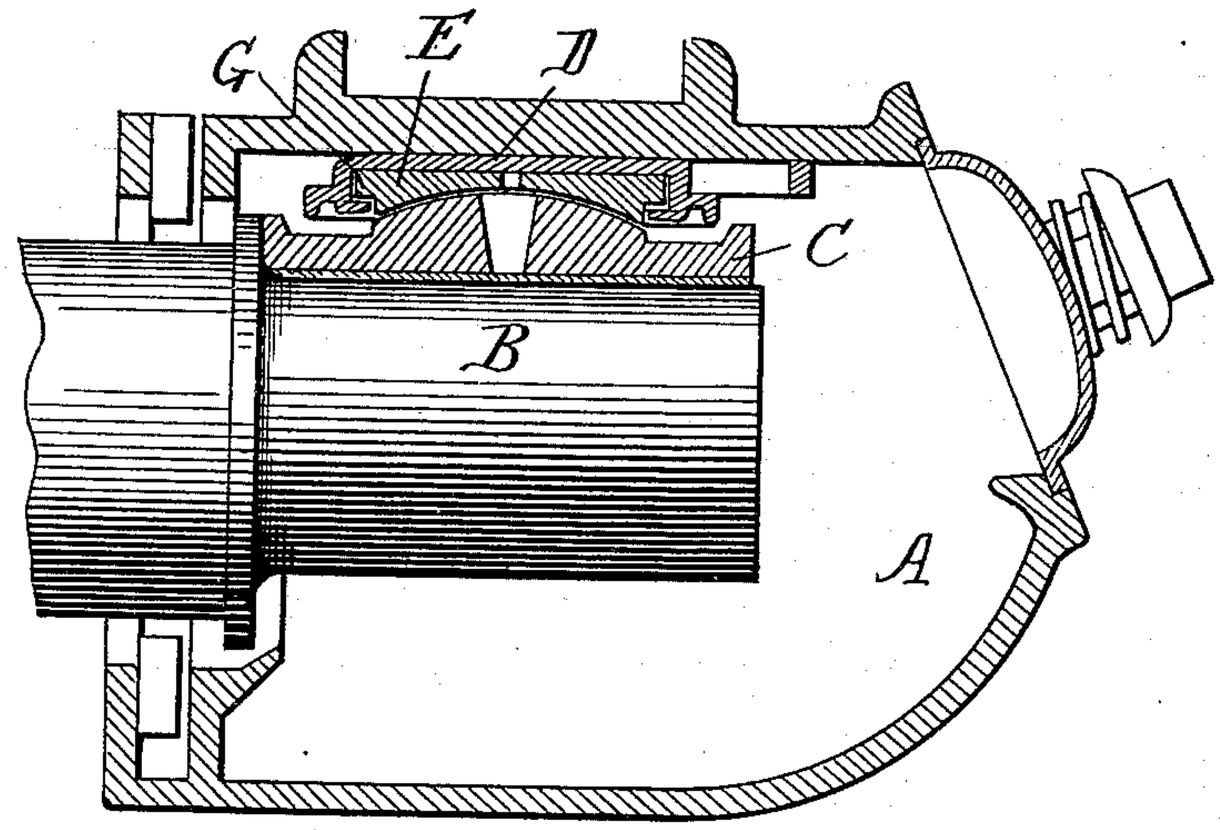


Fig. 2.

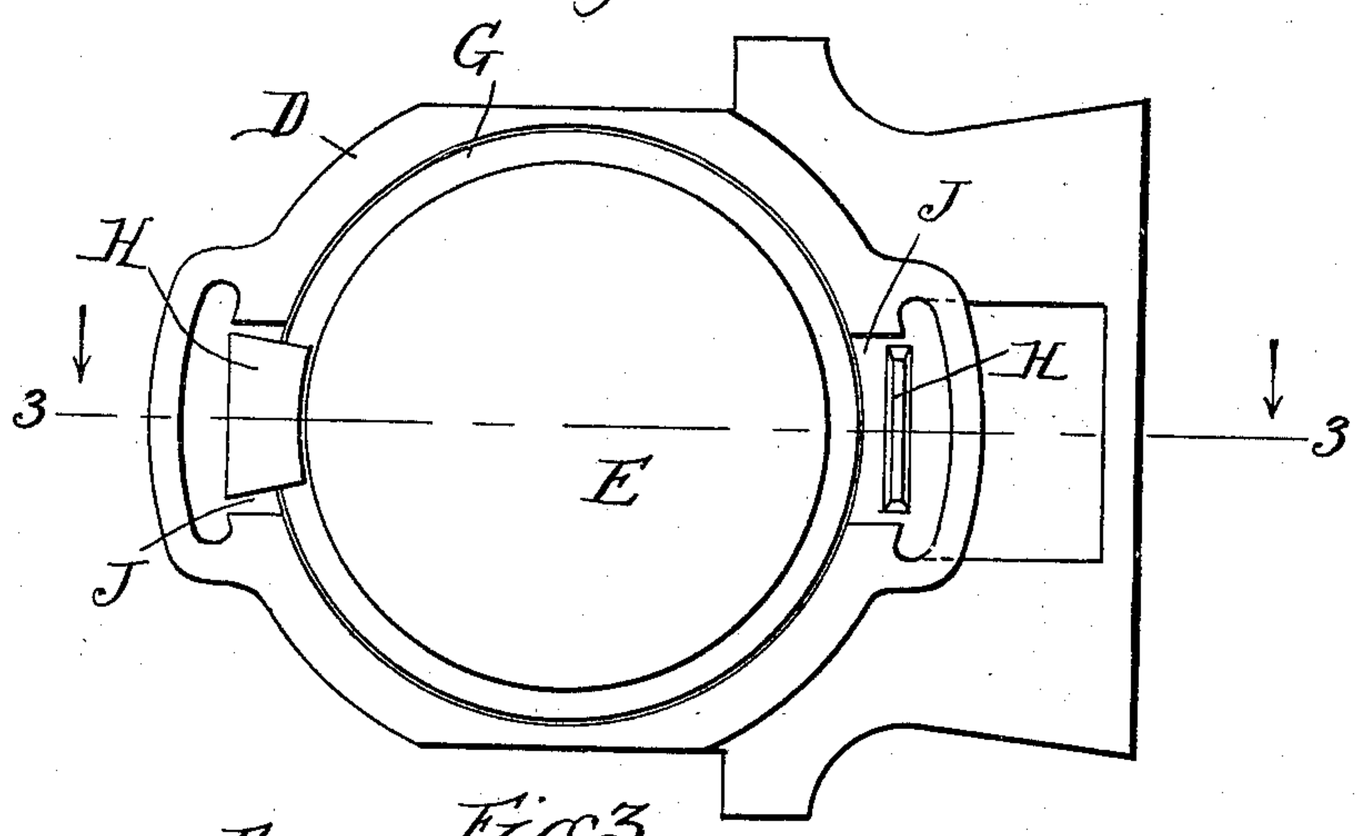


Fig. 3.

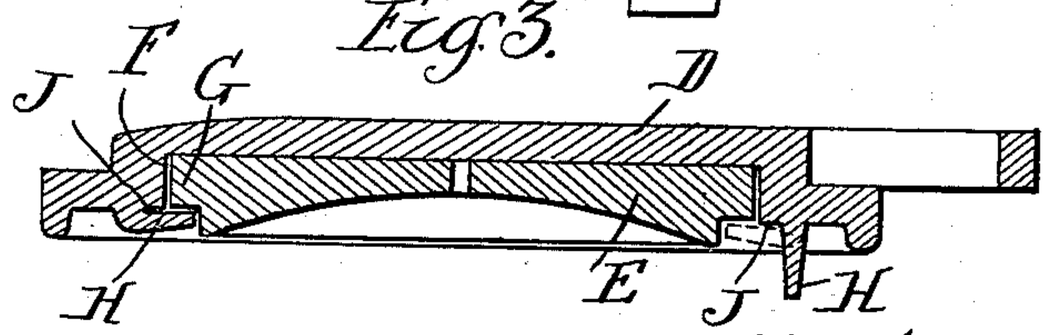
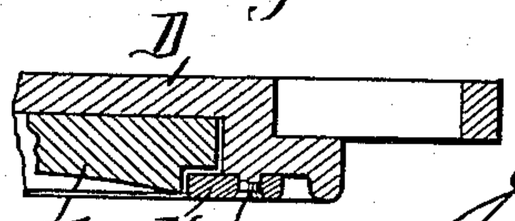


Fig. 4.



Witnesses.
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UNITED STATES PATENT OFFICE.

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CAR-BEARING.

SPECIFICATION forming part of Letters Patent No. 624,153, dated May 2, 1899.

Application filed February 11, 1898. Serial No. 669,916. (No model.)

To all whom it may concern:

Be it known that I, JACKSON R. BAKER, a citizen of the United States, residing at Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Car-Bearings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to certain new and useful improvements in journal-bearings for car-axle boxes, and more particularly to the manner of securing the disk bearing between the key and the brass, so as to hold the disk bearing loosely but permanently in its proper position.

The primary object of this invention is to secure the disk bearing within the key and above the brass in such a manner that it is capable of moving freely at all times without becoming disengaged from the key, so as to accommodate itself to the variations of the brass and the axle.

A further object of the invention is to provide securing-lugs for holding the bearing in the key and means for preventing said lugs engaging the bearing tightly, so as to prevent its free action at all times.

My invention also has other objects in view, which will be fully and clearly pointed out in the detailed description of the invention hereinafter in connection with the accompanying drawings, in which—

Figure 1 is a longitudinal sectional view of a car-axle box embodying my invention. Fig. 2 is a bottom plan view of the key, showing one of the lugs turned down to hold the bearing in place. Fig. 3 is a sectional view on the line 3 3 of Fig. 2. Fig. 4 is a detail view showing a lug riveted to the key instead of cast integral therewith.

Referring to the drawings, in which like letters of reference denote corresponding parts in all the figures, A designates a journal-box of any ordinary construction adapted to receive the axle B.

It will be understood that this invention may be embodied with a journal-box of any known construction, so far as I am aware, and the particular box illustrated in the drawings is selected simply for the purpose of showing how the invention is applied.

A brass C is arranged within the box to engage the axle in the usual manner, and it is maintained in its proper position by means of the key D and the concave disk bearing E. The key is of substantially the usual form, consisting of a flat plate provided with a circular recess F to receive the bearing. The concave disk bearing is provided with a shoulder G on its periphery, and lugs H on the key are adapted to be turned down to engage the shoulder and hold the bearing in place in the key. Any number of lugs may be employed, but two are sufficient, and the preferable arrangement of these lugs is, substantially as shown in the drawings, at opposite ends of the key. The lugs may be cast integral with the key and bent down to hold the bearing in place, or they may be made in the form of plates, as shown in Fig. 4, which are secured to the key by one or more rivets I.

In order that the lug when turned down to engage the shoulder on the concave disk bearing may not bind the shoulder in such a manner as to prevent its moving freely within the walls of the recess, I prefer to locate the lug back a short distance from the wall of the recess, so as to provide a ledge J on the key, with which the lug will engage when turned down. As the shoulder on the concave disk bearing does project below the ledge J, it will be apparent that when the lug is turned down into a horizontal position, as shown in Fig. 3, the end of said lug will not bind the shoulder of the bearing tightly, but will simply have a free engagement therewith, and therefore the bearing may rotate and move freely in the key, although to all intents and purposes permanently secured thereto.

Instead of making the lugs integral with the key or securing them to the key by rivets I may cast copper lugs in the key, which can be hammered down to hold the bearing in place and raised to permit the removal of the bearing for the purpose of being renewed or for any other purpose.

I am aware that changes in the form and proportion of parts and details of construction of my invention may be made without departing from the spirit or sacrificing the advan-

tages thereof so long as the same embodies in its broadest sense a bearing provided with a shoulder and a key having lugs thereon to engage the shoulder and hold the key in place, and I therefore reserve the right to make all such changes as fairly fall within the spirit and scope of the invention.

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

1. In a car-axle box, the combination with a key, of a revolving concave disk bearing having a shoulder thereon and lugs on said key adapted to engage the shoulder on the disk bearing to secure the said bearing in the key, substantially as described.

2. In a car-axle box, the combination with a key having a recess therein, of a bearing arranged in said recess, lugs on the key to hold the bearing in said recess and ledges to prevent the lugs binding the bearing, substantially as and for the purpose described.

3. In a car-axle box, the combination with a key having a recess therein, a bearing arranged in said recess, a peripheral shoulder on said bearing, lugs on the key adapted to engage the shoulder to hold the bearing in the key and ledges located adjacent to the lugs and adapted to prevent said lugs from binding the bearing when turned down to hold the bearing in place, substantially as described.

JACKSON R. BAKER.

Witnesses:
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