

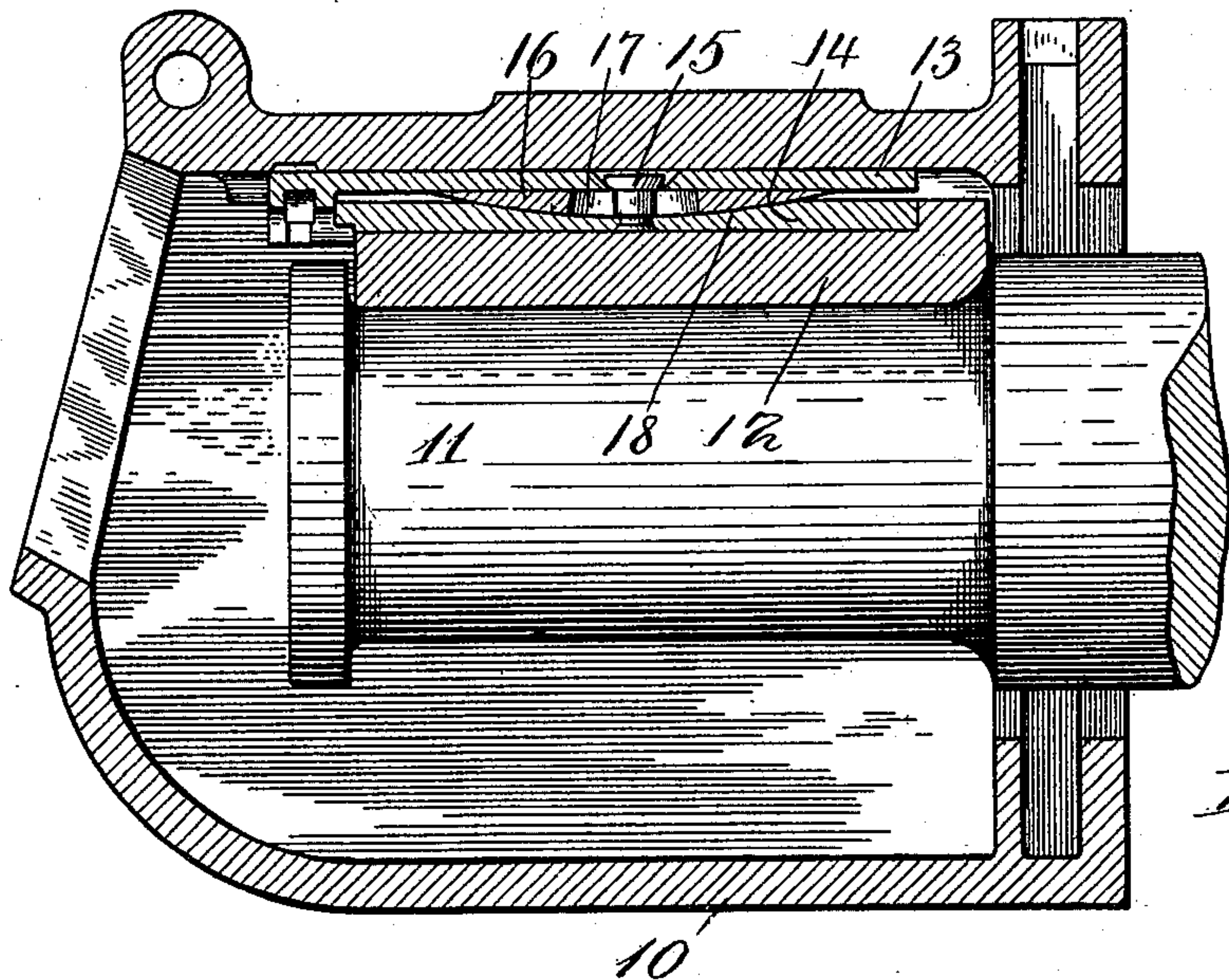
No. 658,224.

Patented Sept. 18, 1900.

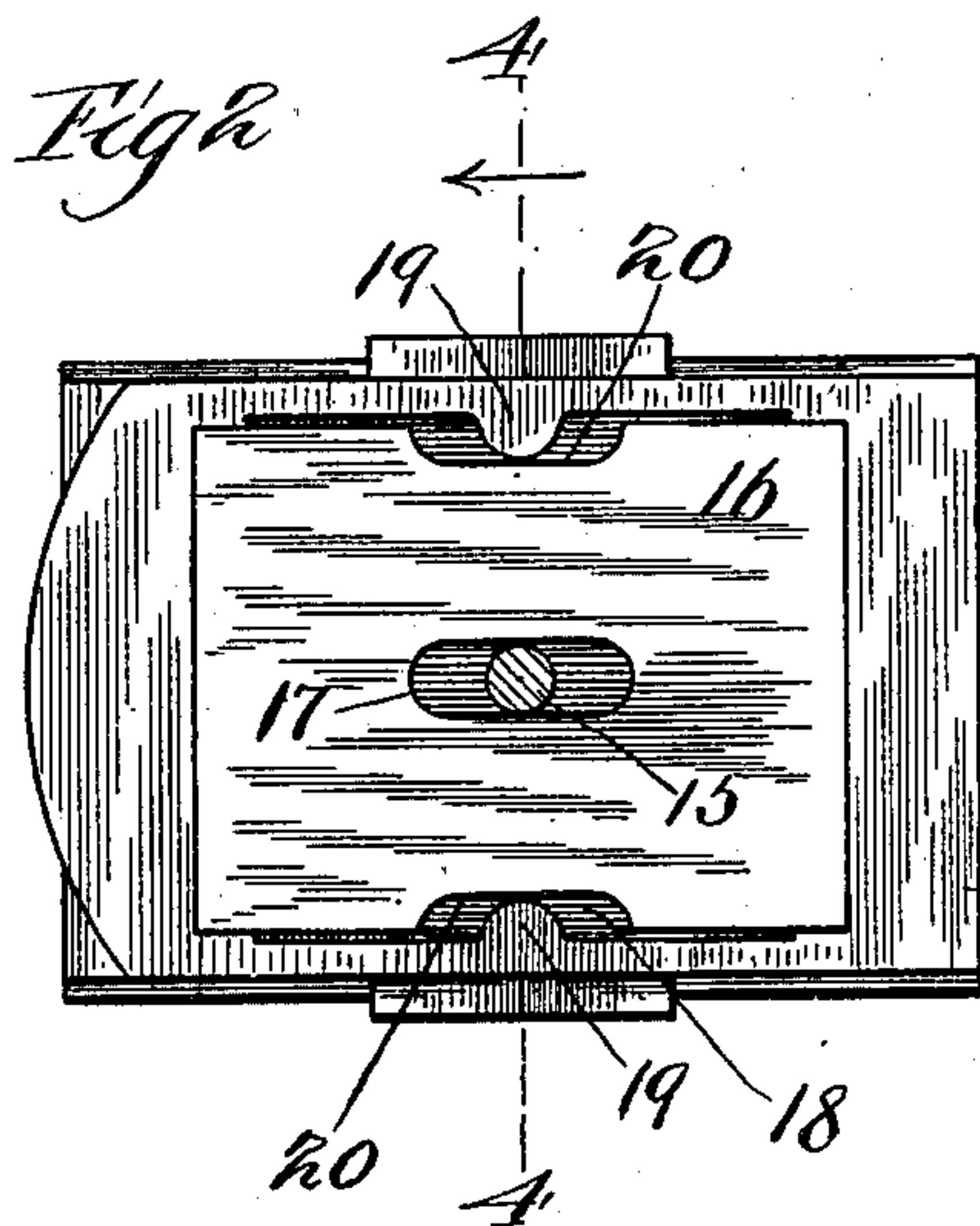
A. M. WAITT & H. F. BALL.  
KEY FOR CAR JOURNAL BOXES.

(Application filed Aug. 11, 1900.)

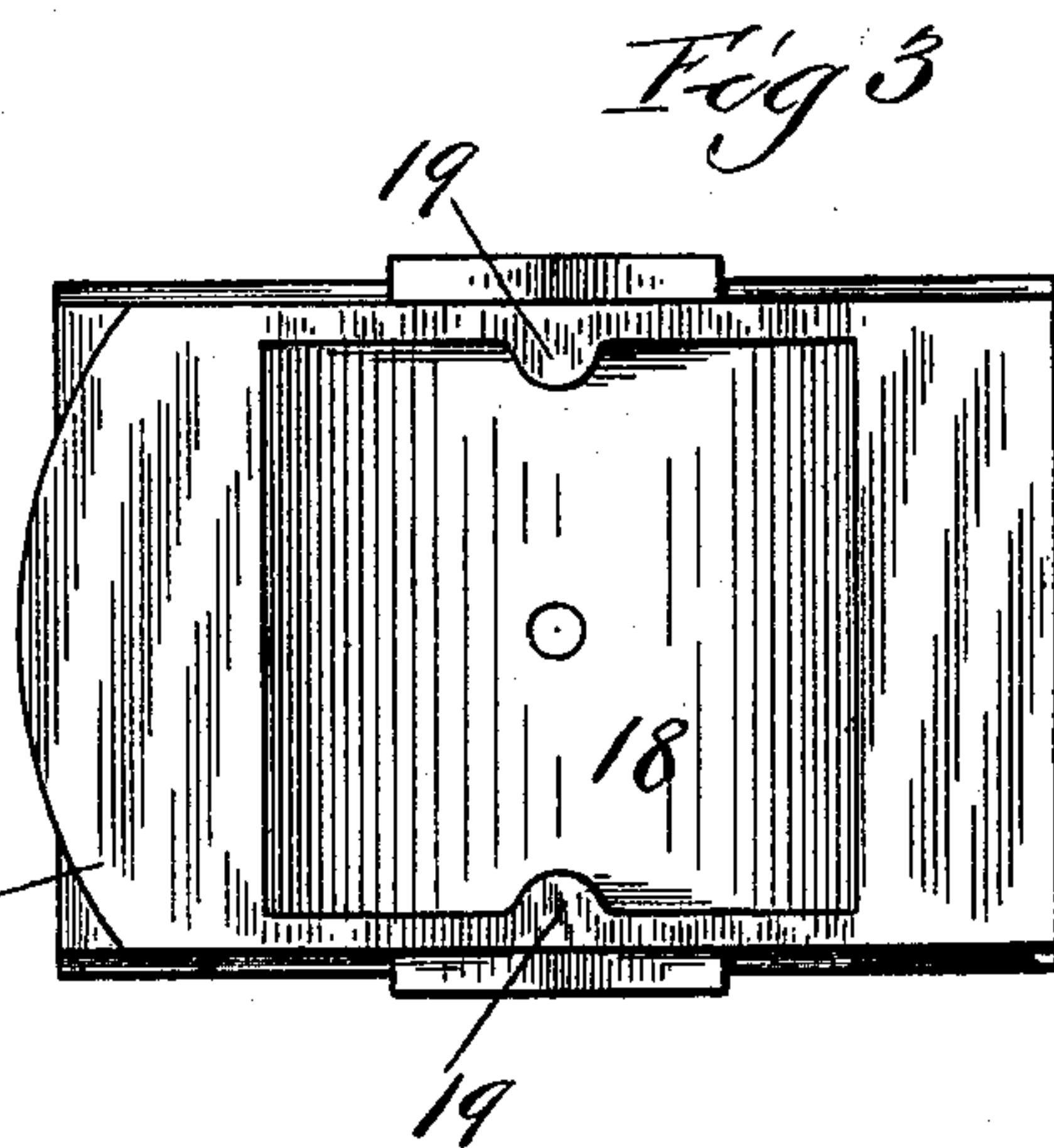
(No Model.)



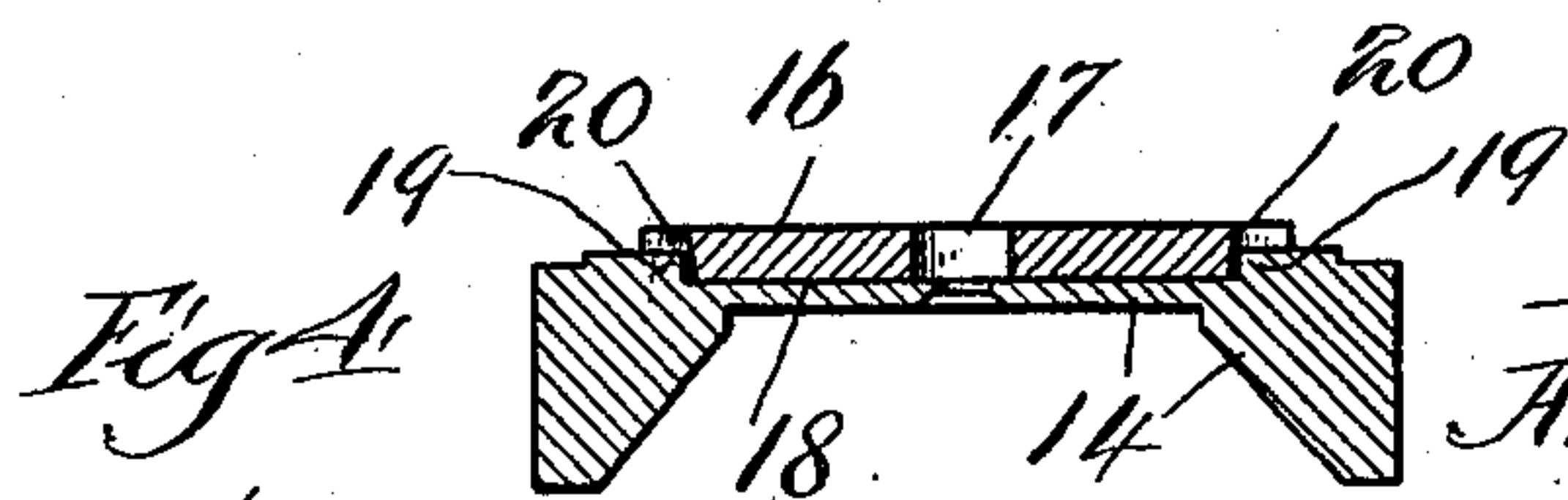
*Fig 1*



*Fig 2*



*Fig 3*



*Fig 4*

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# UNITED STATES PATENT OFFICE.

ARTHUR M. WAITT, OF YONKERS, NEW YORK, AND HERMAN F. BALL, OF CLEVELAND, OHIO.

## KEY FOR CAR JOURNAL-BOXES.

SPECIFICATION forming part of Letters Patent No. 658,224, dated September 18, 1900.

Application filed August 11, 1900. Serial No. 26,628. (No model.)

*To all whom it may concern:*

Be it known that we, ARTHUR M. WAITT, a resident of Yonkers, county of Westchester, State of New York, and HERMAN F. BALL, a resident of Cleveland, county of Cuyahoga, State of Ohio, citizens of the United States of America, have invented certain new and useful Improvements in Wedges or Keys for Car Journal-Boxes, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

This invention relates to that type of wedges or keys for car journal-boxes which are sectional, being composed of a plurality of members so related as to accommodate themselves to any changes of position of the journal-box relatively as to the journal, and particularly to the device which forms the subject of Letters Patent No. 601,292, granted March 29, 1898, to us. In devices of this kind in which a pair of upper and lower plates, the one receiving the bearing of the journal-box and the other resting upon the "brass" or journal-bearing proper, are united by a link and in which there is interposed between such upper and lower plates a slidable member having a curved face and being perforated for the accommodation of the link it has been found in practice that when the journal-box becomes tilted for any reason relatively as to the journal the intermediate or slidable member bears against the link with such force as to endanger it.

The object of the present invention is to provide positive stops for limiting the movement of the slidable member independently of the link; and this object is attained by the construction hereinafter described, and which is illustrated in the accompanying drawings, in which—

Figure 1 is a central longitudinal vertical section of a journal-box. Fig. 2 is a plan view of the wedge or key with the upper plate removed, the link being shown in section. Fig. 3 is a plan view of the lower plate of the wedge or key, and Fig. 4 is a transverse section on the line 4 4 of Fig. 2.

The journal-box 10 is of Master Car-Builders' standard type. The drawings show a car-wheel journal 11 and the brass or journal-bearing 12 of ordinary form.

The wedge or key consists of an upper plate 13, upon which the upper well of the journal-box rests, a lower plate 14, resting upon the brass 12, a link 15, pivotally uniting the plates 13 and 14, and an intermediate plate 16, one face of which, preferably its lower, is convex from end to end, the face of the plate against which such convex face bears being correspondingly recessed, as shown at 18. The link 15 is preferably in the form of a rivet fixed in one of the plates, as 14, and loosely engaging the other plate, as 13, so that one of these plates is free to tilt relatively as to the other. The intermediate member or plate 16 is longitudinally slotted, as shown at 17, to accommodate the link 15.

Bosses or lugs 19 project inwardly from the side walls of the recess 18 and enter recesses 20 in the edges of the plate 16. The length of the last-named recesses is such that when either of their ends come in contact with the lugs 19 the end of the slot 17 is still out of contact with the link 15, so that the lugs 19 form positive stops for limiting the movement of the plate 16.

While the stop-lugs are shown as being formed upon the lower plate 14, it is obvious that such disposition is not essential and that the disposition of the lugs and recesses within which they enter may, if desired, be reversed.

While the recesses 20 are shown as being of less length than the slot 17, it is apparent that their length will vary according to the width of the lugs 19, the essential condition being that these recesses permit of less range of movement of the plate 16 than it would have if the link 15 were depended upon to limit its movement.

We claim as our invention—

1. In a wedge or key for car-axle journal-boxes, in combination, upper and lower plates, a link connecting the two plates, an intermediate slidable member apertured to accommodate the link, and positive stops for limiting the movement of the slidable member independently of the link.

2. In a wedge or key for car-axle journal-boxes, in combination, upper and lower plates, a link connecting the two plates, an intermediate slidable member having an elongated slot to accommodate the link, stop-lugs

formed upon one of the said relatively-slidable parts, and recesses in another of such parts to receive the lugs, such recesses being of such length that they limit the relative  
5 movement of the parts independently of the link.

3. In a wedge or key for car-axle journal-boxes, in combination, upper and lower plates, a link uniting such plates, an intermediate  
10 slidable plate having an elongated slot to accommodate the link and having lateral re-

cesses, and stop-lugs formed on one of the first-mentioned plates and entering the recesses.

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