C. P. HEWETT.

Car Axle.

No. 47,723. Patented May 16, 1865.

Fig. 1.

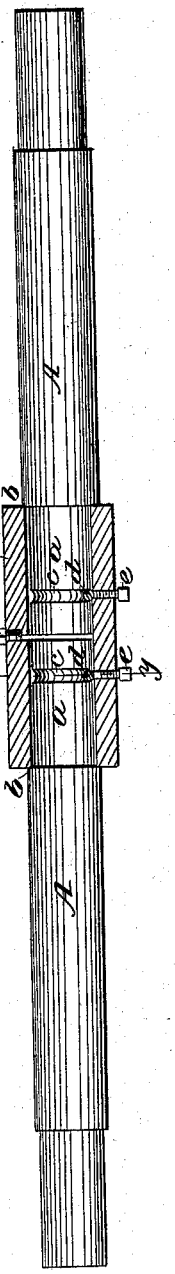
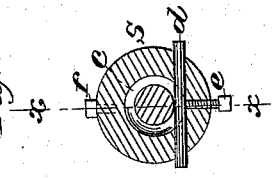


Fig. 2.



Witnesses
Henry Morris
Wm. J. McNamara

Inventor.
C. P. Hewitt
by Munn & Co
Attys

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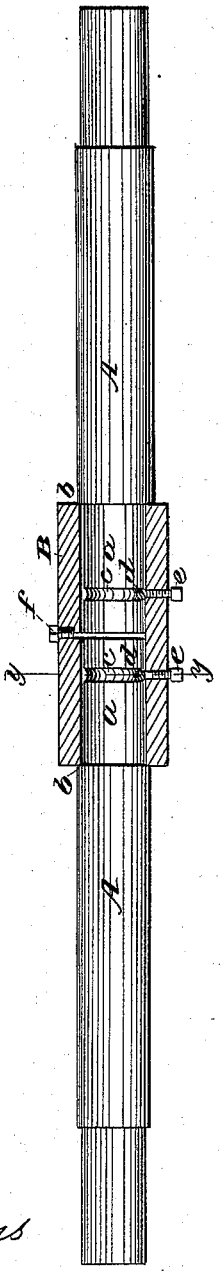

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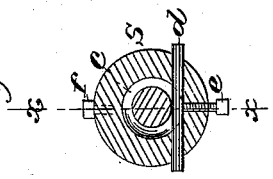

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UNITED STATES PATENT OFFICE.

C. P. HEWETT, OF KINGSTON, WISCONS IN.

IMPROVEMENT IN RAILROAD-CAR AXLES.

Specification forming part of Letters Patent No. **47,723**, dated May 16, 1865.

To all whom it may concern:

Be it known that I, C. P. HEWETT, of Kingston, in the county of Green Lake and State of Wisconsin, have invented a new and Improved Axle for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a longitudinal section of my invention, taken in the line *x x*, Fig. 2; Fig. 2, a transverse section of the same, taken in the line *y y*, Fig. 1.

Similar letters of reference indicate like parts.

The object of this invention is to obviate friction in the running of cars over curves and over imperfect tracks.

The invention consists in constructing the axle of two separate or distinct parts, connected by a sleeve in such a manner that one part of the axle with its wheel may rotate independently of the other.

A A represent the two parts of the axle, each having a wheel attached. The parts A A are turned down at their inner ends to form a journal, *a*, and a shoulder, *b*, each journal having a groove, *c*, made circumferentially in it near its end.

B represents a sleeve into which the journals *a a* of the two parts A A of the axle are fitted, the shoulders *b* abutting against the ends of B. The journals *a* are secured in the sleeve by means of pins *d*, which pass transversely through the sleeve and fit in the grooves *c*, the pins being retained therein by set-screws *e*, as shown in both figures. A hole is made in the sleeve with a screw or plug, *f*, fitted in it. The journals *a* are lubricated by pouring oil through this hole. A small space may be allowed between the ends of the journals *a a* to serve as a reservoir for oil. The grooves *c c* will also answer for that purpose; or, if necessary, grooves may be made in the inner side of the sleeve to retain oil. By this arrangement it will be seen that each part A, with its wheel attached, will be allowed to turn independently of the other, and hence no additional friction will be produced when the car is passing over curves, as there will be no slip or drag of either wheel, the wheel passing over the greatest surface in a given time being allowed to rotate proportionably faster than the other. This independent turning of the wheels is also important where a track is imperfectly laid, as the jars or concussions to which one wheel may be subjected are not transmitted to the other. The axle therefore will not be liable to be injured or strained, as is now frequently the case, and the journals of the axle will be preserved from much wear and tear.

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

The combination of the axles A A, with their circumferential grooves *c c*, the sleeve B, the pins *d d*, with their set-screws *e e*, and the lubricating-orifice *f*, substantially as described and represented.

C. P. HEWETT.

Witnesses:
FRANKLIN GOSS,
A. P. HEWETT.