(No Model.)

S. A. BEMIS.

JOURNAL BRASSES.

No. 301,851. Patented July 15, 1884.

Fig 1

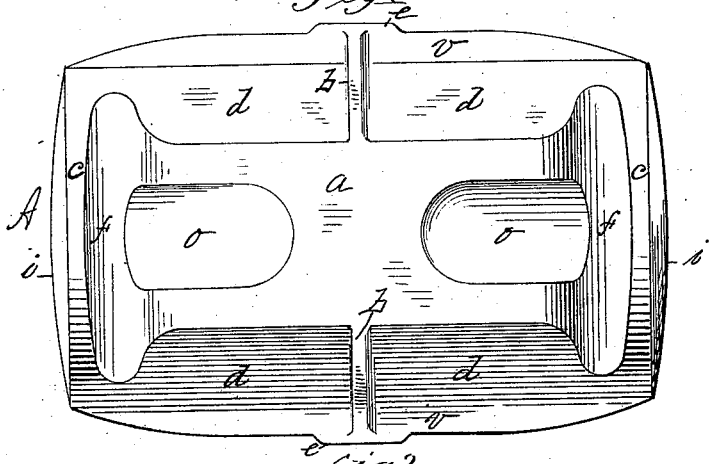


Fig 2

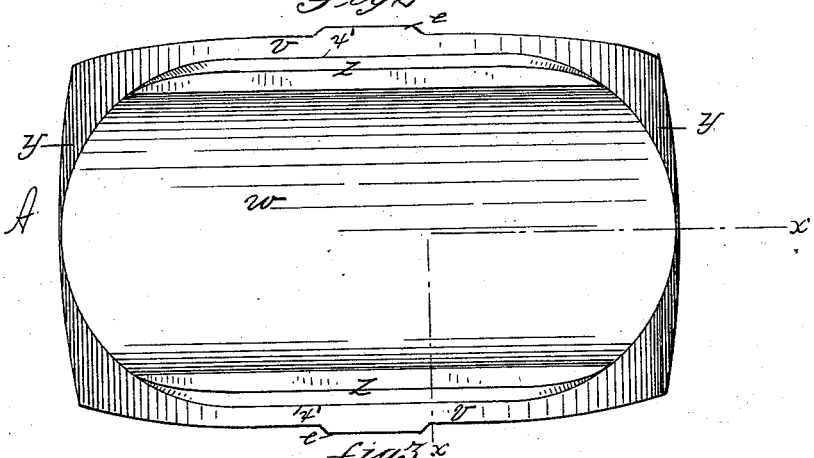


Fig 3 x

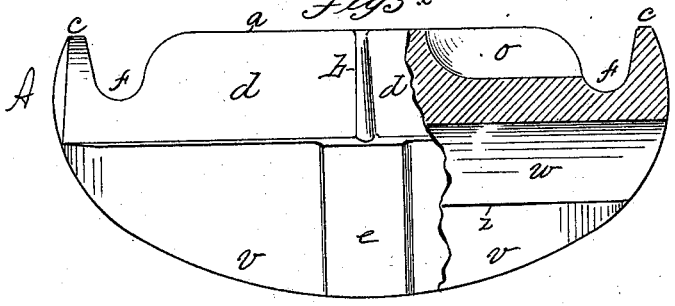
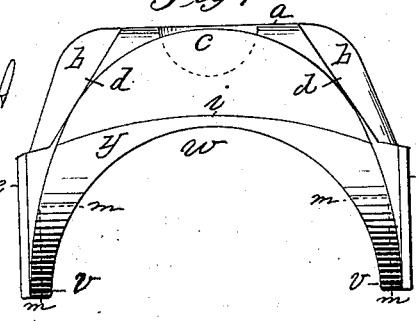


Fig 4



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JOURNAL-BRASS.

SPECIFICATION forming part of Letters Patent No. 301,851, dated July 15, 1884.

Application filed May 26, 1884. (No model.)

To all whom it may concern:

Be it known that I, SUMNER A. BEMIS, a citizen of the United States, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Journal-Brasses, of which the following is a specification.

This invention relates to improvements in journal-brasses for car-axle boxes, the object being to provide a brass for said use, having pending wings thereon parallel with the direction of the journal-bearing, and arranged so as not to be in contact with the journal, and provided with an improved saddle-bearing, and means for controlling the flow of oil escaping from the journal, and for facilitating the insertion and withdrawal of the brass into and from the axle-box.

In the drawings forming part of this specification, Figures 1 and 2 are plan views, respectively, of the upper and under sides of a journal-brass embodying my improvements. Fig. 3 is a side elevation of the brass, a part of which is cut away on the line *x x*, Fig. 2. Fig. 4 is an end elevation.

In the drawings, *w* is the journal-bearing, and *a d d* are saddle-bearings over the journal-bearing, the brass herein described and shown being adapted to be used with a saddle which fits the top side thereof, and has a flat upper side, against or upon which the top of the axle-box lies. The said bearing-face *a* extends between the transverse grooves *f f*, and said bearing-faces *d d* incline outwardly from each side of face *a*, and have thereon the projecting saddle-wings *b b*, which are adapted to enter recesses in the before-mentioned saddle, whereby the brass A is prevented from sliding endwise under the latter. Two cavities, *o o*, are made in the face *a*, for the purpose of reducing the weight of the brass. By grooving the brass transversely at *f f*, an upwardly-projecting finger-piece, *c*, is formed at each end of the brass, which does not stand above the face *a*, and consequently does not interfere with any endwise movement of the brass in placing it under the saddle, and provides convenient means for grasping the brass to handle it, and for placing it in the axle-box.

The extent of the journal-bearing surface *w*, longitudinally, is from end to end of the brass, and circumferentially above the lines *z*, Figs. 2 and 3, and the junction of the vertical and the horizontal lines *m m* in Fig. 4 represents the location of said lines *z* relative to the lower edges of the sides of the brass A. A curved wing, *v*, extends downward from the lower edge of each inclined bearing-face *d*, and terminating at each end of the brass in the form shown in Figs. 3 and 4, and the inside of said wing, below the said line *z*, is cut away or chambered substantially on the said dotted lines *m m*, Fig. 4, said chamber being deepest opposite the central part of the brass, and made quite shallow at the ends of the latter. The said wings *v* are chambered as above described in order that their inner faces may not be brought into contact with the journal, and thereby interfere with the oil-flow, which, as hereinafter described, is from the ends of the brass along the edges of the wings to their lowest points, from whence it drops into a proper receptacle in the axle-box. Each end of the brass, from about the line *i* above the journal-bearing *w*, is beveled back toward the deepest part of the wings *v*, forming the inclined face *y*, whose lower edge, over the journal-bearing *w*, terminates at the latter, and each side of the said bearing becomes merged in the curve of the wings *v*. The effect of the said inclined face *y* is to cause the oil which works from between the brass and the journal to follow the downward incline of face *y* onto the curved edges of the wings *v*, following the latter, as above set forth, and dropping clear of the journal. The bosses *e* on the sides of the wings *v* provide means for fitting the brass to its place in the axle-box by filing off said bosses more or less.

What I claim as my invention is—

1. A journal-brass having over its journal-bearing *w* the saddle-bearing *a*, and on each side of the latter an inclined saddle-bearing *d*, having the wing *b* thereon, and having the curved downhanging chambered wings *v v*, the finger-pieces *c*, and the inclined face *y* at each end, substantially as set forth.

2. A journal-brass having the journal-bear-

ing *w*, the saddle-bearings *a d d*, the wings *b*, the curved chambered wings *v v*, and the inclined face *y* at each end, communicating with the bearing *w* and the edges of the wings *v*, substantially as set forth.

3. A journal-brass having the journal-bearing *w*, the curved chambered wings *v v*, and the inclined face *y* at each end, communicating with the bearing *w* and the edges of the wings *v*, substantially as set forth.

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Witnesses:
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