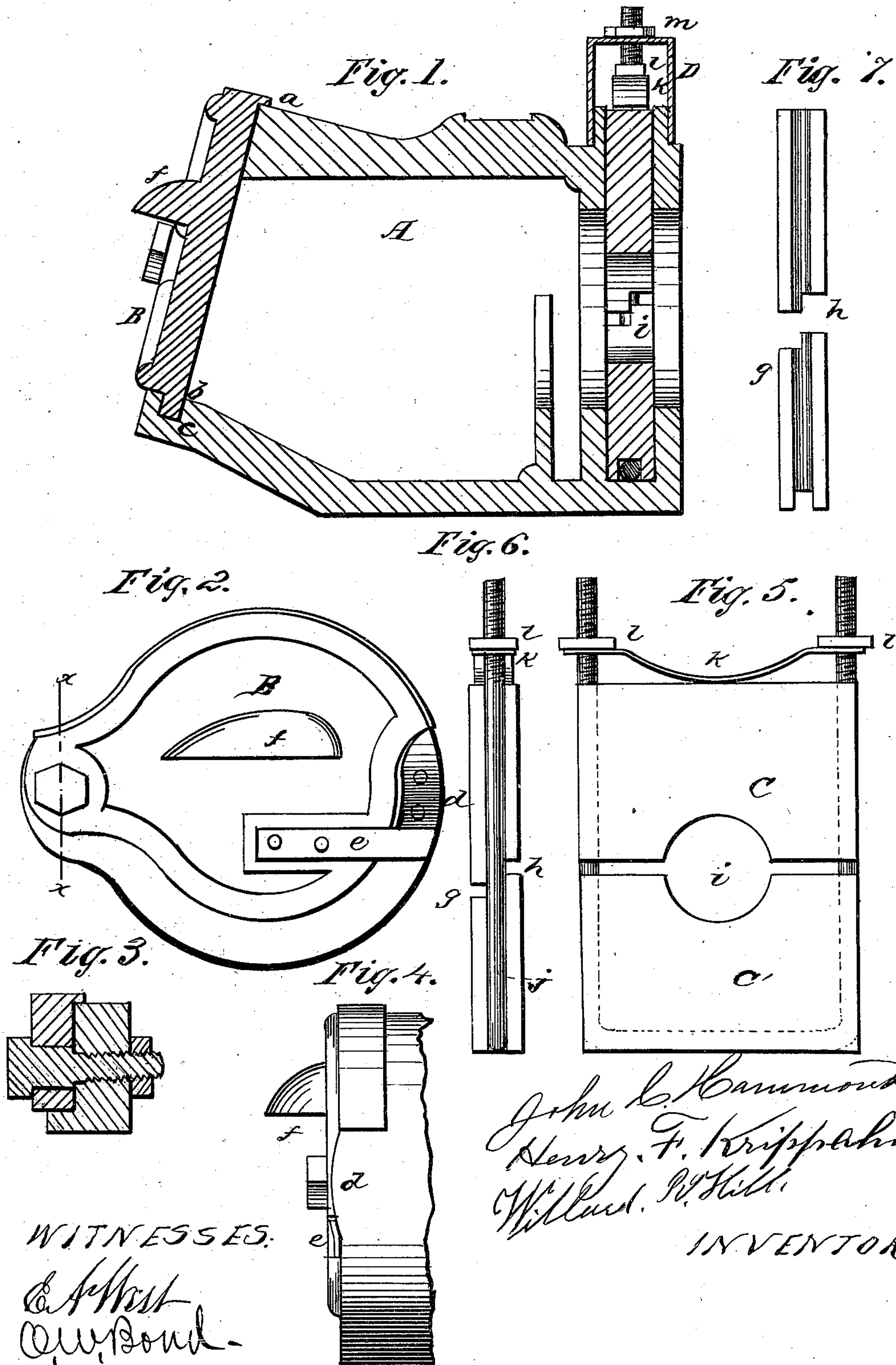


J. C. HAMMOND, H. F. KRIPPAHNE, & W. R. HILLS.

CAR AXLE-BOX.

No. 173,462.

Patented Feb. 15, 1876.



WITNESSES.

C. F. West
C. W. Bond.

John C. Hammond.
Henry F. Krippahne
Willard R. Hills.
INVENTORS.

UNITED STATES PATENT OFFICE

JOHN C. HAMMOND, HENRY F. KRIPPAHNE, AND WILLARD R. HILLS, OF
CHICAGO, ILLINOIS.

IMPROVEMENT IN CAR-AXLE BOXES.

Specification forming part of Letters Patent No. 173,462, dated February 15, 1876; application filed
September 29, 1875.

To all whom it may concern:

Be it known that we, JOHN C. HAMMOND, HENRY F. KRIPPAHNE, and WILLARD R. HILLS, of the city of Chicago, Cook county, State of Illinois, have invented new and useful Improvements in Oil-Boxes for Railroad-Cars, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section; Fig. 2, a plan view of the cover of the oil-box in its place; Figs. 3 and 4, details; Fig. 5, an elevation of the back-board; Fig. 6, a side view of the same; Fig. 7, a detail.

The object of this invention is to construct the box so that the oil cannot escape nor dust enter; and it consists in providing a cover, hinged at one side, with a flange upon the top, and a flange upon the bottom which enters a recess in the box, and a spring to hold the cover in place, and in the peculiar construction of the back-board, as hereinafter described.

In the drawings, A represents the body of the oil-box, and B the cover for the opening through which the oil and waste are introduced. This cover is hinged upon one side by means of a screw-threaded bolt and a nut. (See Figs. 2 and 3.) The top of the cover is provided with a flange, *a*, fitting over the corresponding part of the box A, and the lower portion of the cover is provided with a flange, *b*, which fits into a recess, *c*, in the corresponding portion of the box. The side of the box opposite to the hinge is provided with a swell, *d*, (see Figs. 2 and 4,) and upon the face of the cover is secured a spring, *e*, so adjusted that by the use of a little force the spring *e* can be made to move over the swell *d*, and yet will prevent the cover B from being raised by the motion of the car. *f* is a projection or handle on the cover B, to be used in opening the same. The cover can be so adjusted that if left open by mistake it will be likely to fall down to place by the motion of the car.

The position of the cover when closed is represented in Figs. 1 and 2. It will be seen that the flange *b* enters into the recess *c*, preventing the escape of any oil or the entrance

of dust at the lower part of the cover, while the flange *a* of the upper part, fitting over the top of the box, will effectually prevent the entrance of dust at the top.

C C' represent the back-board, which is made in two parts, cut at the center, as shown at *g h* in Fig. 7, forming a lap joint. *i* is the opening for the axle. *j* is a metal rod placed in the edges and bottom of C C', and provided with screw-threads at the ends, which ends project some distance above the top of C. *k* is a metal spring, each end of which has a hole to receive the ends of the rod *j*. The tension of the springs can be adjusted by the nuts *l*. D is a cap placed over the opening in the box, through which this back-board is inserted, and held in place by means of the nuts *m* upon the ends of the rod *j*. The back-board C C' is to be made of wood, as usual.

In use, as the opening *i* is worn by the rotation of the axle, by means of the spring *k* and the rod *j* the two parts C C' of the back-board will be constantly kept in contact with the axle, and thus, together with the lap-joint *g h*, the oil in the box A will be prevented from working out at the back side thereof, and little or no dust can enter.

Except as described, the oil-box is constructed in the usual manner. The journal-bearings are not shown.

What we claim as new, and desire to secure by Letters Patent, is as follows:

1. The combination of the body A, having a groove, *c*, with the cover B hinged at one side, and provided with the flanges *a b*, swell *d*, and fastening-spring *e*, all constructed and arranged substantially as and for the purpose specified.

2. The back-board consisting of two parts, C C', with lap-joint *g h*, rod *j*, and spring *k*, in combination with the cap D and box A, substantially as and for the purposes specified.

JOHN C. HAMMOND.

HENRY F. KRIPPAHNE.

WILLARD R. HILLS.

Witnesses:

E. A. WEST,

O. W. BOND.