

(No Model.)

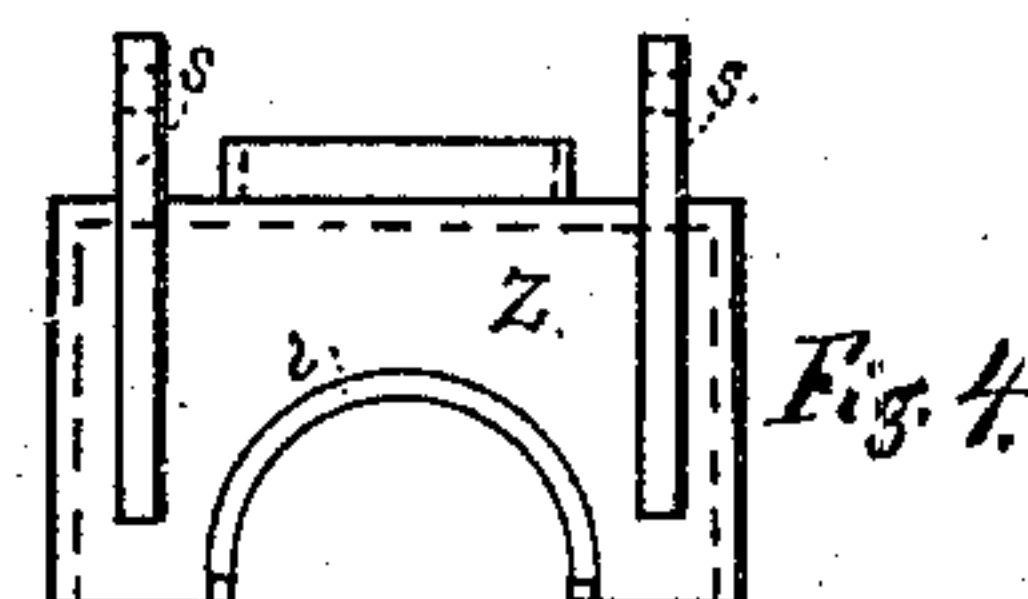
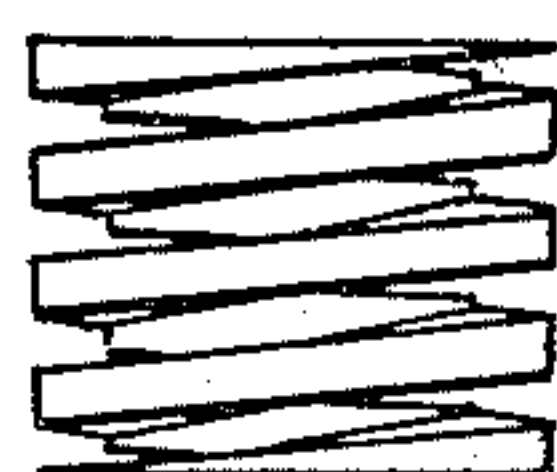
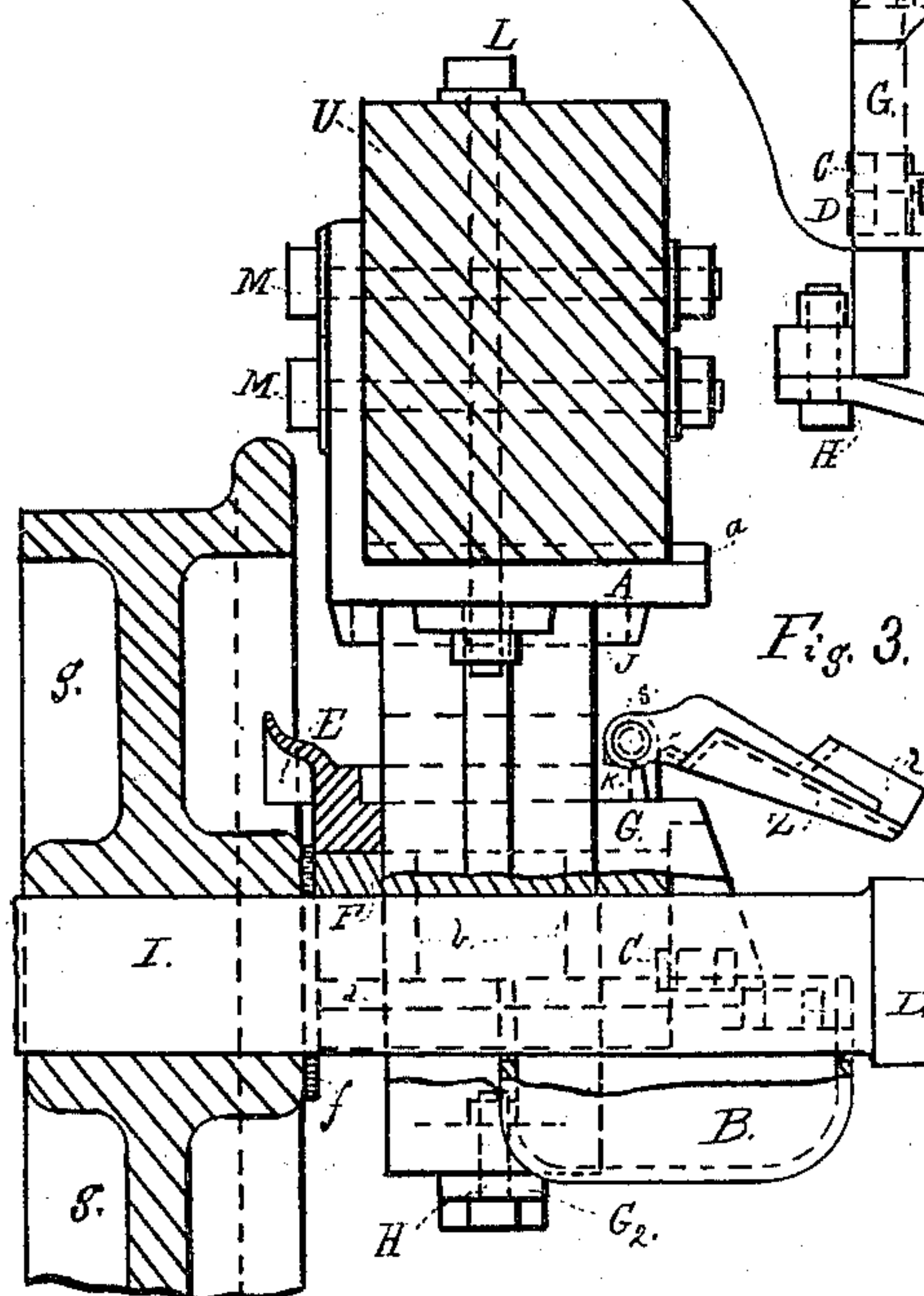
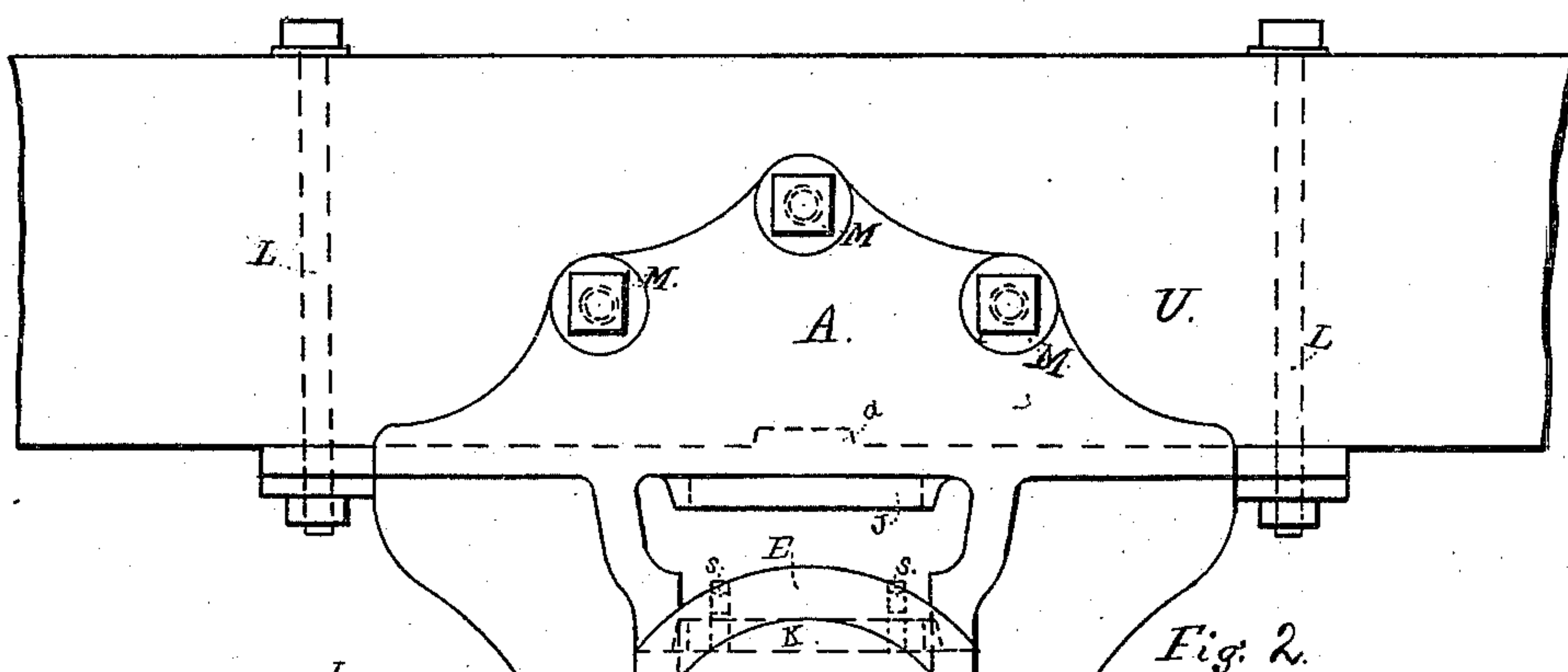
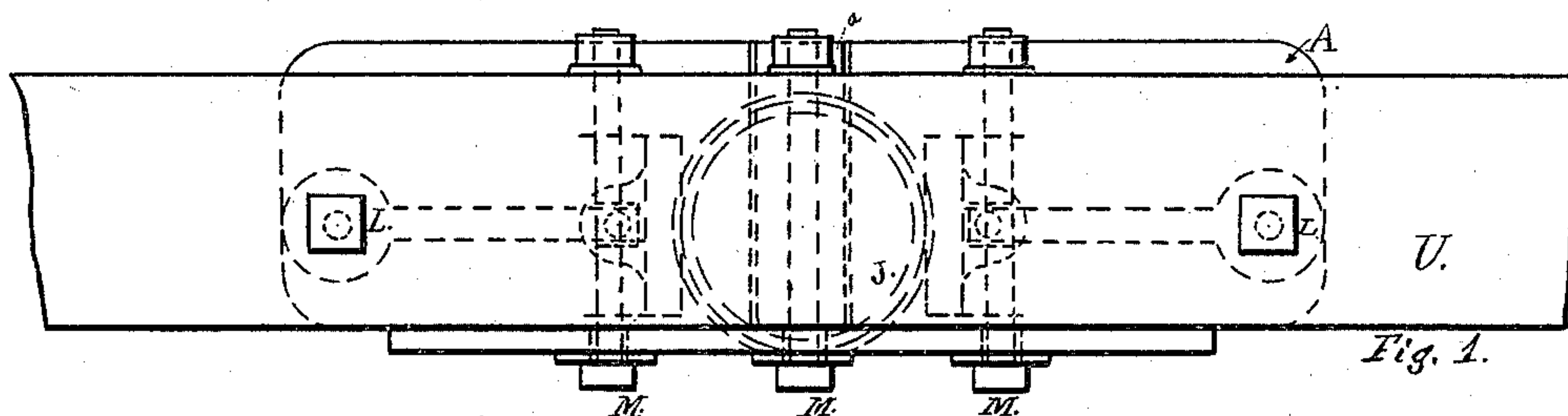
2 Sheets—Sheet 1.

F. PETELER.

CAR AXLE BOX.

No. 369,733.

Patented Sept. 13, 1887.



WITNESSES:
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 Wm. W. Redfield

Francis Petter INVENTOR

Wm. H. Redfield ATTORNEY

(No Model.)

2 Sheets—Sheet 2.

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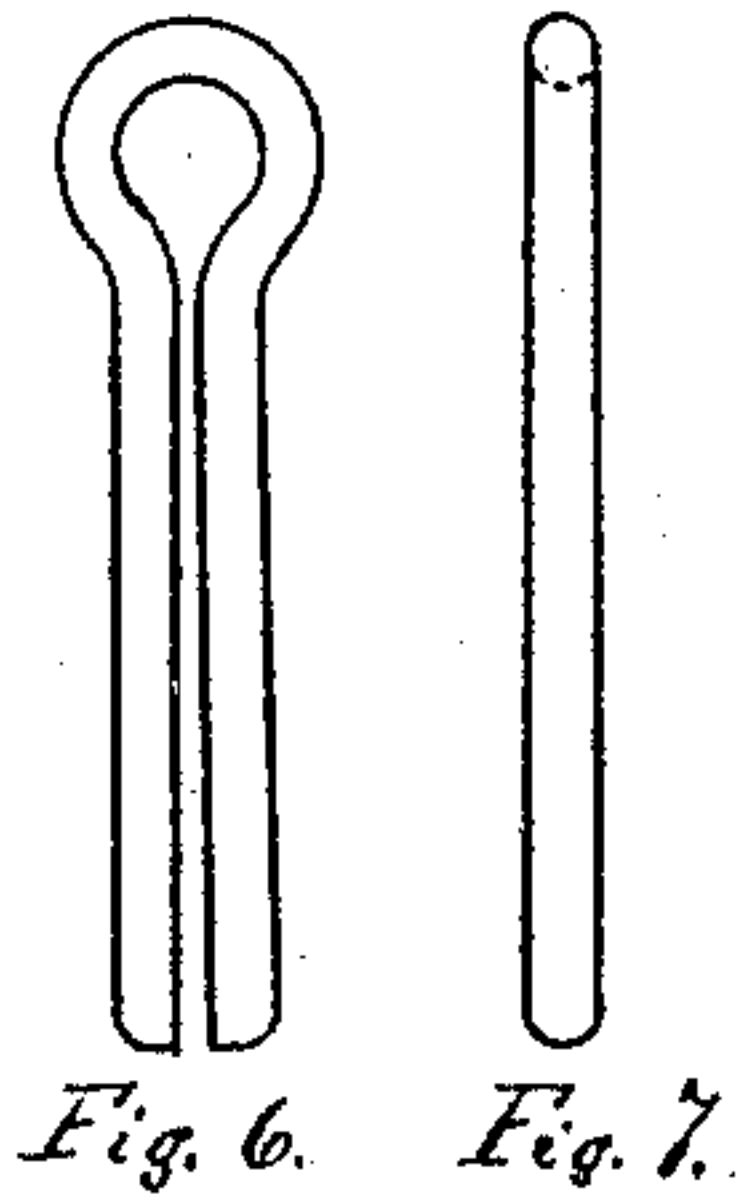


Fig. 6. Fig. 7.

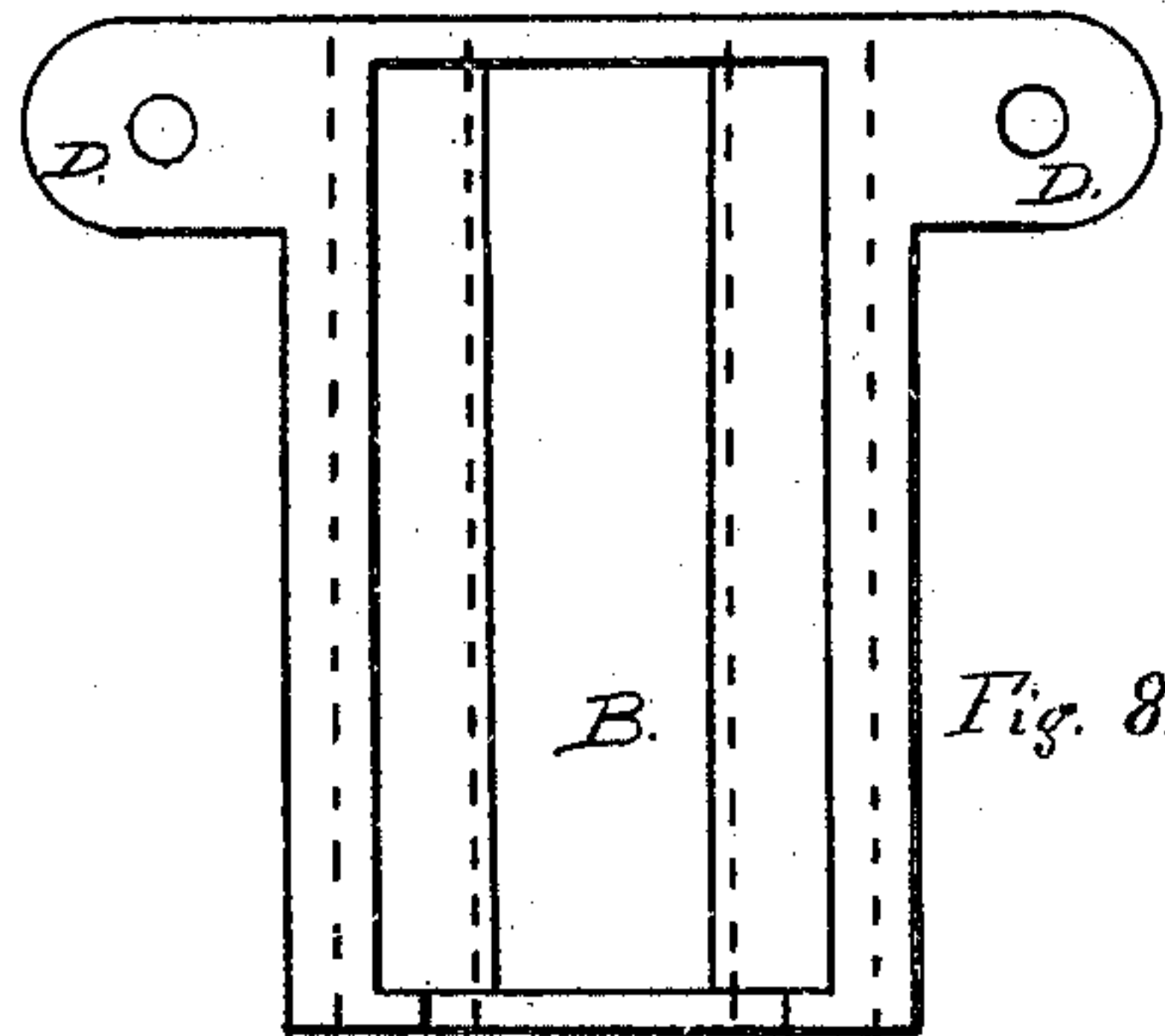


Fig. 8.

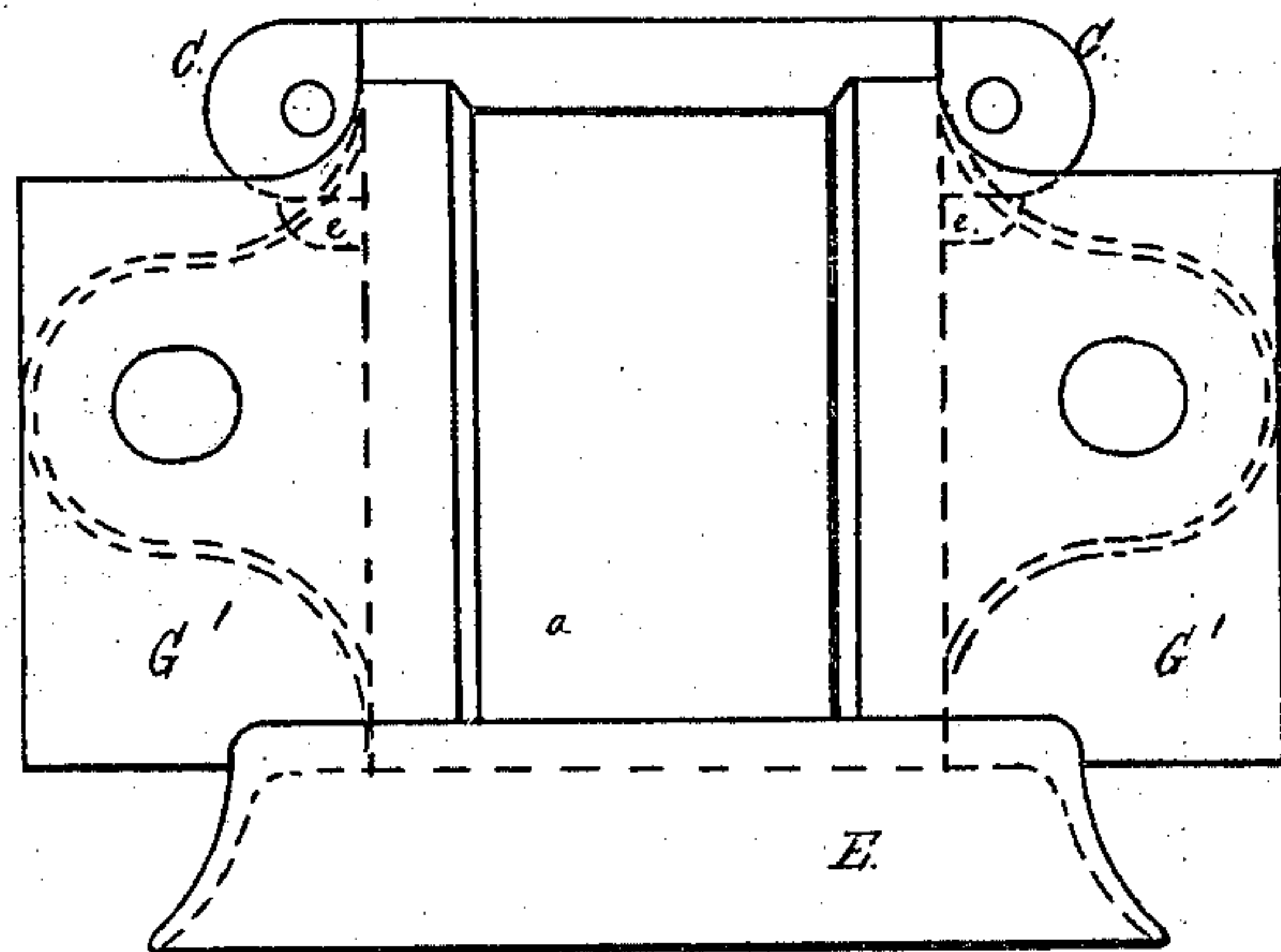


Fig. 9.

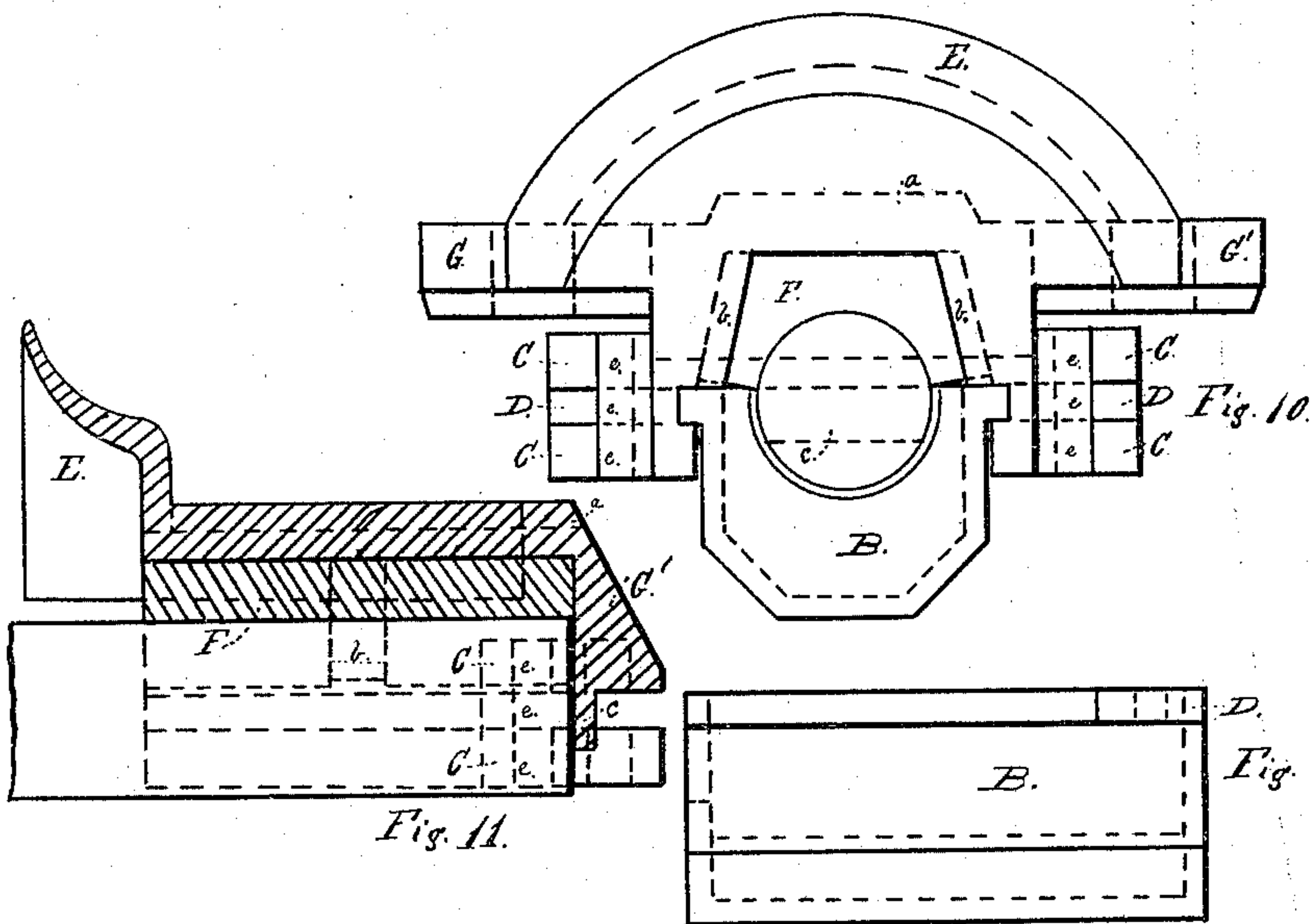


Fig. 10.

Fig. 11.

Fig. 12.

WITNESSES:

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UNITED STATES PATENT OFFICE.

FRANCIS PETELER, OF MINNEAPOLIS, MINNESOTA.

CAR-AXLE BOX.

SPECIFICATION forming part of Letters Patent No. 369,733, dated September 13, 1887.

Application filed April 6, 1887. Serial No. 233,843. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS PETELER, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Journal-Boxes for Railway-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

In the drawings, Figure 1 is a plan of pedestal. Fig. 2 is a front view of pedestal in place, showing also the journal-box and oil and waste cellar and car-axle. Fig. 3 is an end view in partial section of the same. Fig. 4 is a plan of oil-box cover. Fig. 5 shows an ordinary car-spring. Figs. 6 and 7 show a split key for securing oil and waste cellar in place. Figs. 8, 9, 10, 11, and 12 show a modification of the journal-box and oil and waste cellar when the car-wheels are placed inside of the journal-boxes.

The same letters are used on all the figures.

When the wheel is outside of the journal-box, the description is as follows: The pedestal A is essentially in the usual form and united in the customary manner by bolts L and M to the side truck-timber, U. A rib, *a*, lets into the under side of U and serves to hold the pedestal A more firmly to the side truck-timber, U. An inverted cup is formed at J, Figs. 1, 2, and 3, and serves to receive the upper end of an ordinary car-spring, as shown in Fig. 5. This spring is generally formed of two coils or springs, one inside of the other. The lower end of this spring rests on a similar cup, K, formed on top of the journal-box G. This journal-box G slides, by means of broad and flat grooves formed on same, up or down in the lower part of the pedestal A, as shown in Fig. 2. In this casting G, is a cavity, open from below, into which the brass F sets, and is prevented from slipping longitudinally to the axle I by means of ribs *b b* on said brass F, that let into similar recesses in G. The car-axle I, coming below the brass F, evidently holds brass F, and therefore the casting G, against the spring shown in Fig. 5, and that spring compresses against cup J, and consequently the car-truck is sustained on top of the car-springs. For an oil and waste cellar a casting, B, is provided, Figs. 2 and 3, that, by means

of rectangular projections *d* on same, slides in similar grooves, *d*, formed in the casting G. The ends of this oil and waste cellar B are formed to allow the axle I to pass through same without contact, as shown in Fig. 2. Lugs or ears D are also on same to match similar lugs or ears, C, on casting G, and when oil-cellar is in place the lug on oil and waste cellar B is immediately below the lug on the casting G, and both the lugs C and D having holes through same, a split key, as shown in Figs. 6 and 7, is passed through said lugs, and securely prevents any sliding either way of the oil and waste cellar B. A bar, G², passes in the customary manner below the oil and waste cellar B, and is secured to pedestal A by means of bolts H H. This serves to prevent any undue bounding of the car from excessive shocks caused by roughness of track or violence in dumping the car, or any other cause. A dust-guard, E, canopies over the end of hub of car-wheel *g* and prevents dust from falling off from the revolving car-wheel onto the bearing-surface of the brass F. A washer, *f*, Fig. 3, is placed on the axle I between the car-wheel *g* and the casting G. On top of the cavity or cup K for the spring there are two lugs, as at *s*, Figs. 2 and 3, to which, by means of rivets through same, and also through similar lugs, *s*, Fig. 4, a cover, Z, is hinged and allowed to rise or fall. This cover is shown in Figs. 3 and 4. The part *r* surrounds the top of the axle I when shut down. The cover serves also to act as a dust-guard on inner end of bearing or brass F. When it is desired to oil the axle, the cover Z is simply raised, and, as seen in Fig. 3, opens so that the oil and waste cellar will be immediately below any oil that may be put in.

In the above journal-box it will be seen that the car-wheels are outside of the journals. In the modification, now to be spoken of, the car-wheels are inside of the journals, and all this is shown in Figs. 8, 9, 10, 11, and 12, and also in Figs. 6 and 7. In many points the two styles are similar, only, as this style now to be described is intended more particularly for construction and other small cars, no car-spring is used. Therefore there is no pedestal; but the journal-box is attached directly to the truck-frame. The dust-guard E is formed in the

same manner as before. In this case, however, as the car-wheels are inside of the journal-box, the oil and waste cellar B slides out toward the end of the car-axle and not toward the center of car, as shown in Fig. 3. The same lugs D exist on the oil and waste cellar B as before; but the lugs on the casting G' are double, as at *c c* in Figs. 10 and 11. A split key, as in Figs. 6 and 7, secures the oil and waste cellar in place, as before, by passing said split key through the holes in the lugs or ears C and D. The same rib *a* holds good, as before, as also the method of securing the brass F in its place by means of the ribs *b b*.

15 A stop, *e*, is formed in the casting G', to prevent sliding oil and waste cellar B in too far. A lip, *c*, letting down into the oil and waste cellar B, serves the same purpose, and also as a dust-guard on the outer end of brass F.

20 In both forms it will be seen that the oil and waste cellar B can be entirely removed for the purpose of cleansing the same without tipping or disturbing the car at all.

Having thus described my invention, I desire to claim and secure by Letters Patent of the United States as follows:

1. A journal-box for dumping-cars, having the dust-guard E, having the grooves *d d* for lips of oil and waste cellar B to slide in, having also the ears C to receive the pin shown in Figs. 6 and 7, thus enabling the oil or waste cellar to be entirely removed for cleansing purposes, said journal-box having, in combination therewith, the oil and waste cellar B, having lips to slide in grooves *d d* of said journal-box, and having also the ears D D to receive the pin shown in Figs. 6 and 7, all substantially as hereinbefore set forth.

2. A journal-box having a hinged cover, Z, recessed to fit the axle I, said cover serving to exclude dust from journal, said journal-box having, in combination therewith, an oil and waste cellar, B, all substantially as hereinbefore set forth.

In testimony whereof I do affix my signature in presence of two witnesses.

FRANCIS PETELER.

Witnesses:

REUBEN TOMLINSON,
WILLIAM W. REDFIELD.