(No Model.)

F. H. TAYLOR & F. RILEY.

OIL CELLAR FOR DRIVING BOXES FOR LOCOMOTIVES.

No. 521,515. Patented June 19, 1894.

Fig. 1.

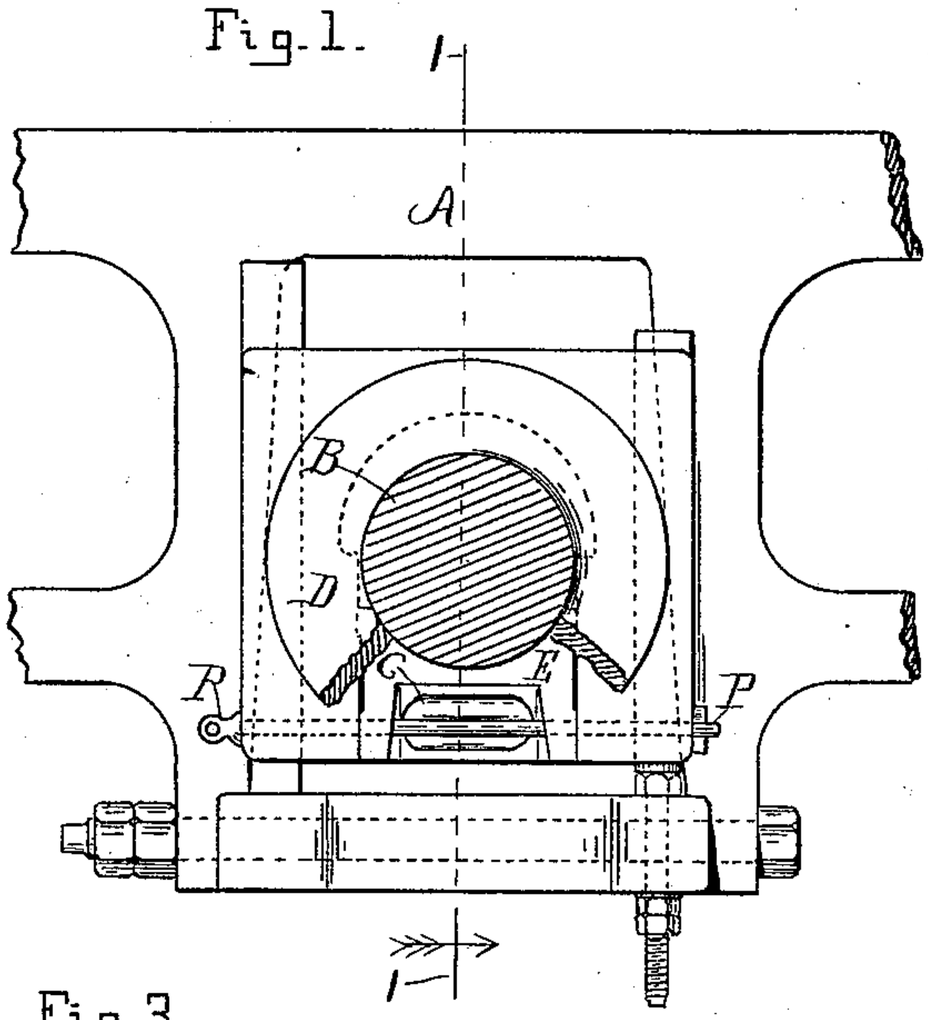


Fig. 2.

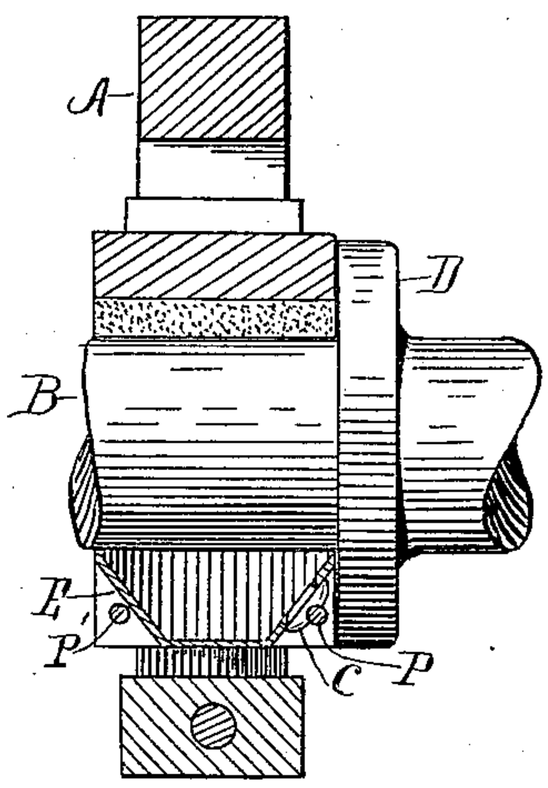


Fig. 3.

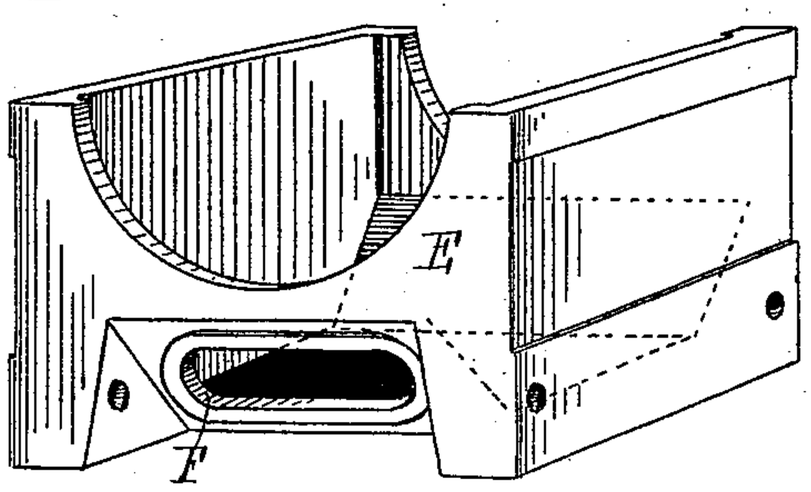


Fig. 4.

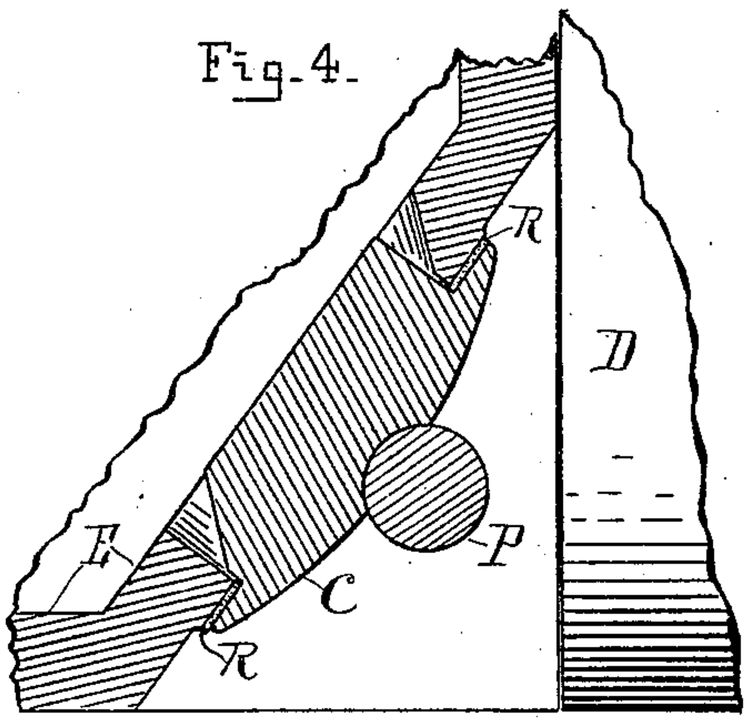
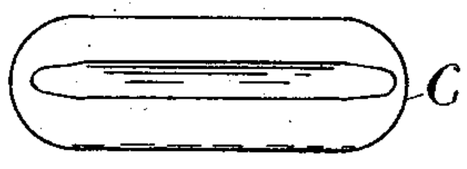


Fig. 5.



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FRANK H. TAYLOR AND FRANK RILEY, OF JOLIET, ILLINOIS.

OIL-CELLAR FOR DRIVING-BOXES FOR LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 521,515, dated June 19, 1894.

Application filed February 24, 1894. Serial No. 501,438. (No model.)

To all whom it may concern:

Be it known that we, FRANK H. TAYLOR and FRANK RILEY, citizens of the United States of America, residing at Joliet, in the county of Will and State of Illinois, have invented certain new and useful Improvements in Oil-Cellars for Driving-Boxes for Locomotives, of which the following is a specification, reference being had therein to the accompanying drawings and the letters of reference thereon, forming a part of this specification, in which—

Figure 1 is an end view of the cellar shown as applied to the driving box of a locomotive engine, the axle being shown in section, and a portion of its collar being broken away to more clearly show the cellar behind it. Fig. 2 is a side view of a portion of the axle of a locomotive, and a vertical section of its box and frame, and a vertical section of the cellar taken on line 1 of Fig. 1 looking in the direction of the arrow. Fig. 3 is a perspective view of the cellar, its door being removed to show its aperture for admission to its interior. Fig. 4 is a cross section through the door of the cellar, and of a rod for securing the door in place to close the aperture of the cellar, and also showing a cross section through the aperture of the cellar, and also a face view of a portion of the axle collar, and Fig. 5 is a plan view of the door of the cellar showing a groove forming a seat for the rod for securing it in place.

This invention relates to certain improvements in oil cellars for the driving boxes of locomotives for holding saturated waste in contact with the journal of a locomotive axle, and consists more particularly in forming the cellar in such manner that it may be provided with an aperture located in such position as to be out of the way of the collar on the axle, so that material can be supplied to and removed from the cellar without having to remove the cellar, which improvements are fully set forth and explained in the following specification and claim.

Referring to the drawings E is the cellar designed to be held in place in the box A under the journal of the axle B by means of the rods P and P′.

F is a transversely arranged aperture through the end of the cellar in its lower part, and in the end toward the collar D on the outer end, or near the outer end of the axle B. The part of the cellar having such aperture is beveled rearward from said collar so that access may be obtained to the interior of the cellar through said aperture without obstruction of said collar, as shown particularly in Fig. 4. If said cellar were not constructed with such beveled portion, any aperture in its outer end would be covered by such collar on the axle, and thereby render such aperture absolutely useless, as such axles are invariably provided with collars located thereon as shown. And the said aperture it is observed does not extend up to the journal of the axle as has been the case heretofore, but is formed so as to leave a web next the axle for preventing spread and breaking of the cellar by means of its pressure against the axle journal. This aperture has fitted to it a door C held in place by means of the rod P, and is made to form a close joint by means of a packing R placed between said door and the cellar as shown particularly in Fig. 4. It is in thus providing the cellar with the aperture F in the beveled portion so that access to the interior of the cellar can be readily had without obstruction of the collar D on the axle, that the principal invention in this device consists.

We are aware that a cellar of this character has been provided with an opening or aperture at one end fitted with a slide door held closed by a set screw, the said aperture extending from the bottom up to the axle, and the end of the cellar having such aperture being perpendicular and not beveled as in this device, and arranged so that a collar on the axle as shown in this device would cover said aperture so that access to the cellar would be cut off by said collar. Such construction we do not claim. By so having the end of the cellar beveled as shown a great advantage and improvement is gained over such old construction, and the cellar is applicable to any locomotive driving box without reference to the size of the collar on the axle, which is not the case in the old construction where the end of the cellar having the aperture is not beveled.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is as follows:

The cellar E having its end beveled, and having a transverse aperture F in said beveled portion, and having a web between said aperture and its upper side to prevent spreading apart of the upper part of the cellar, in combination with a door *c* for closing said aperture, and the bolt or rod P for securing said door to said cellar all arranged to operate substantially as and for the purpose set forth.

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