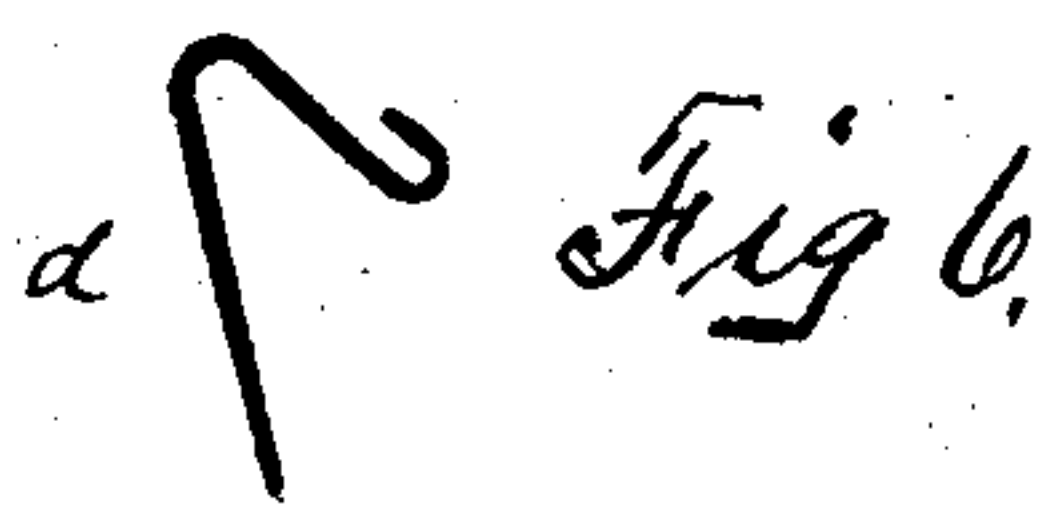
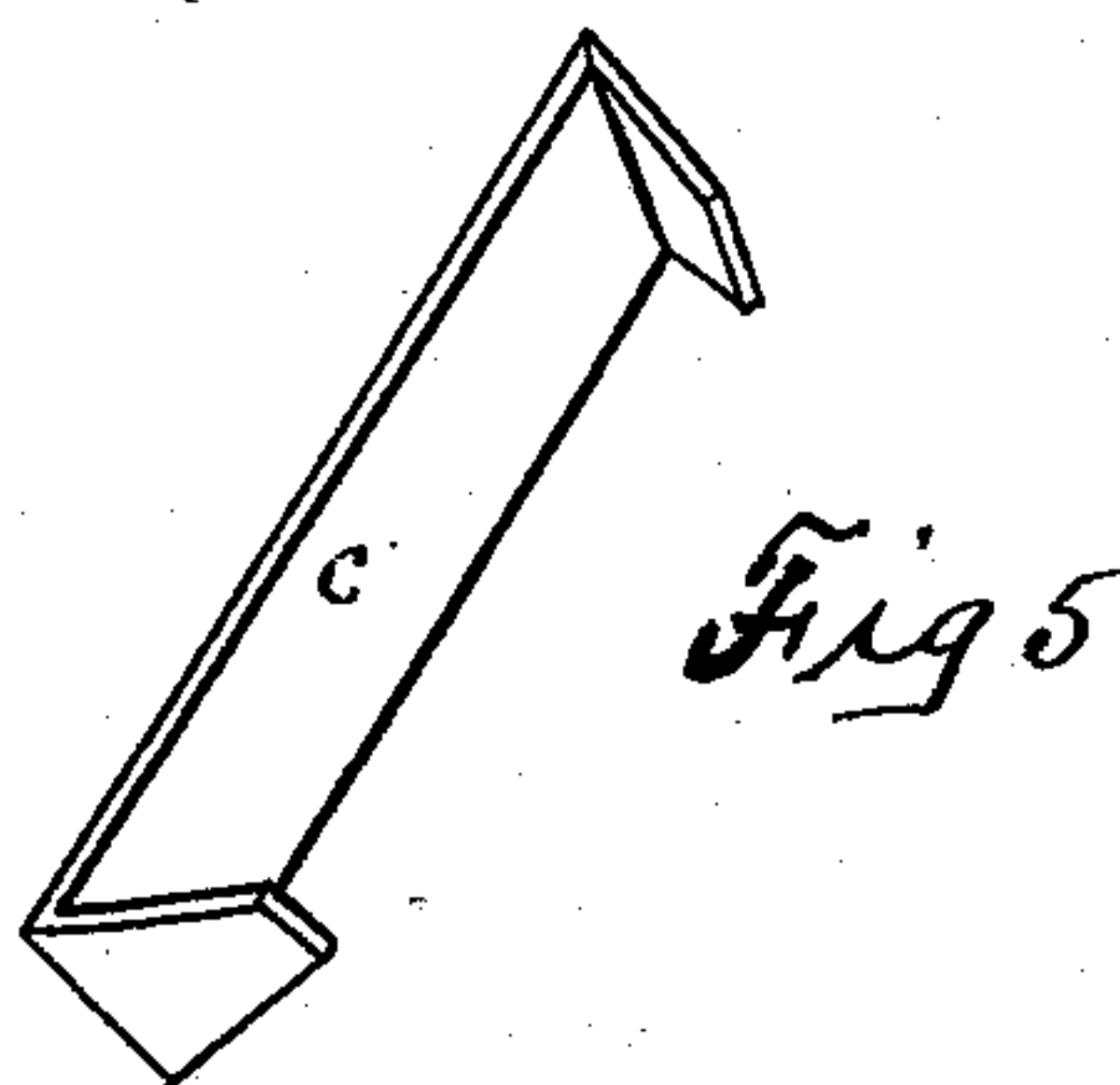
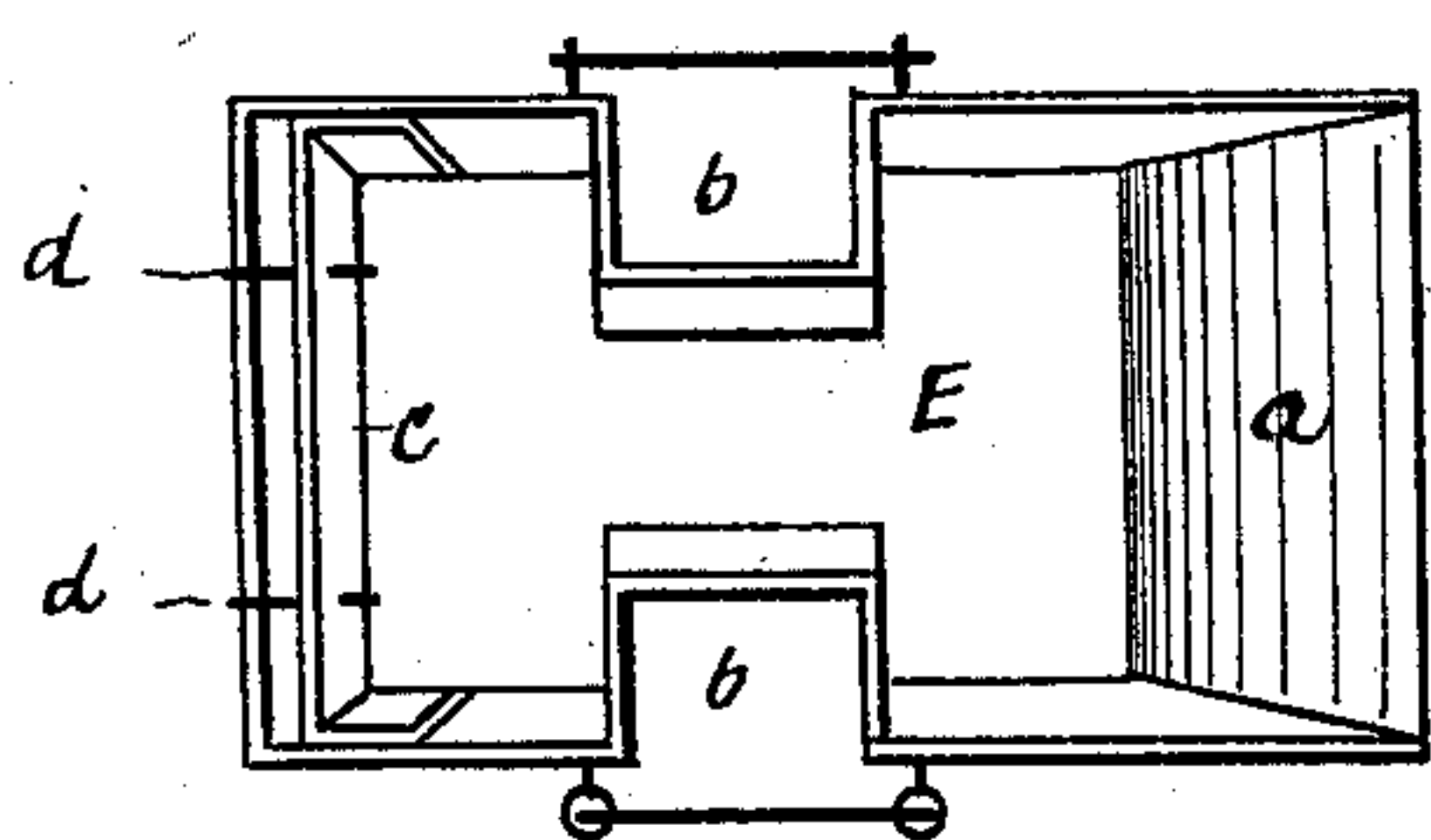
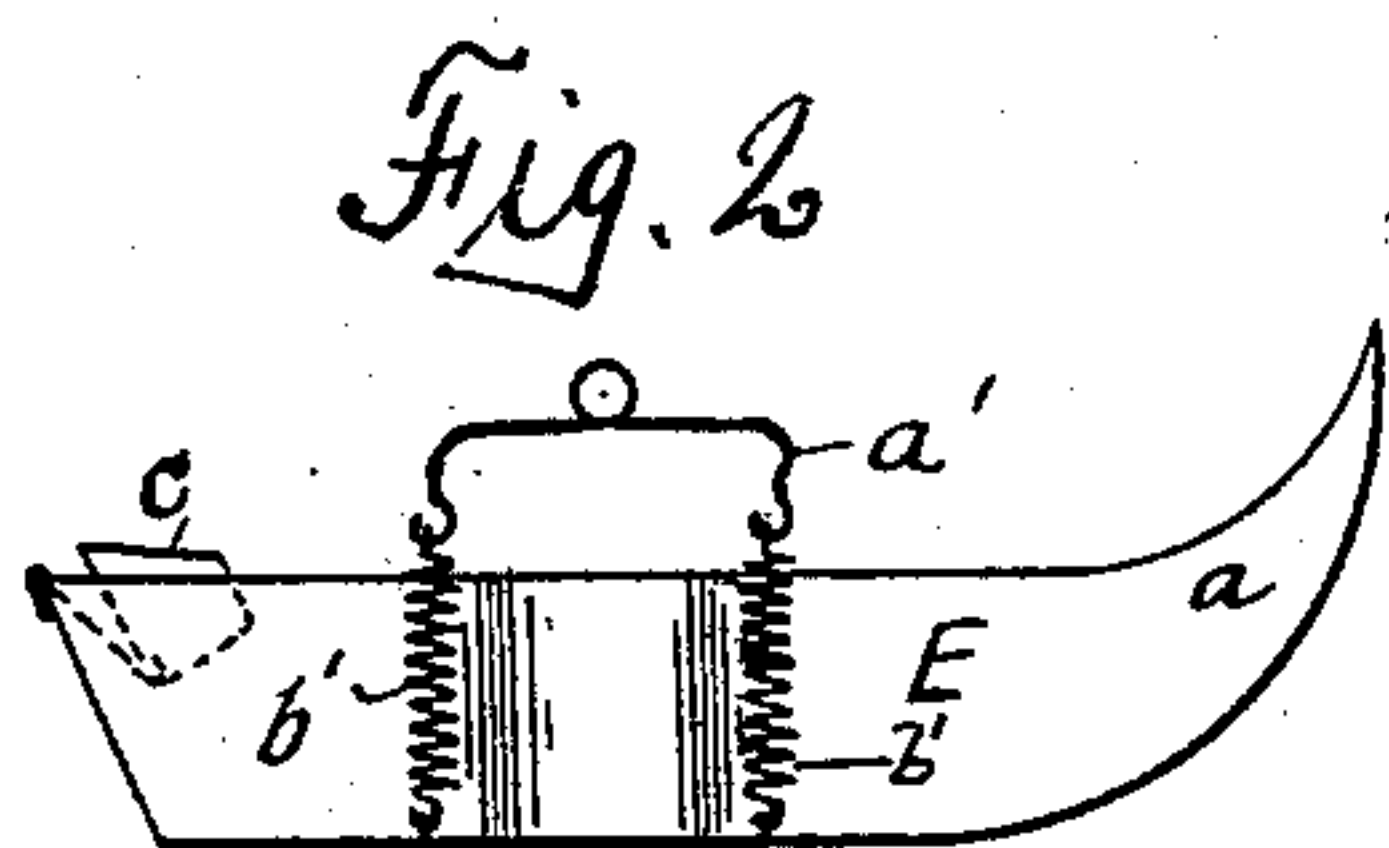
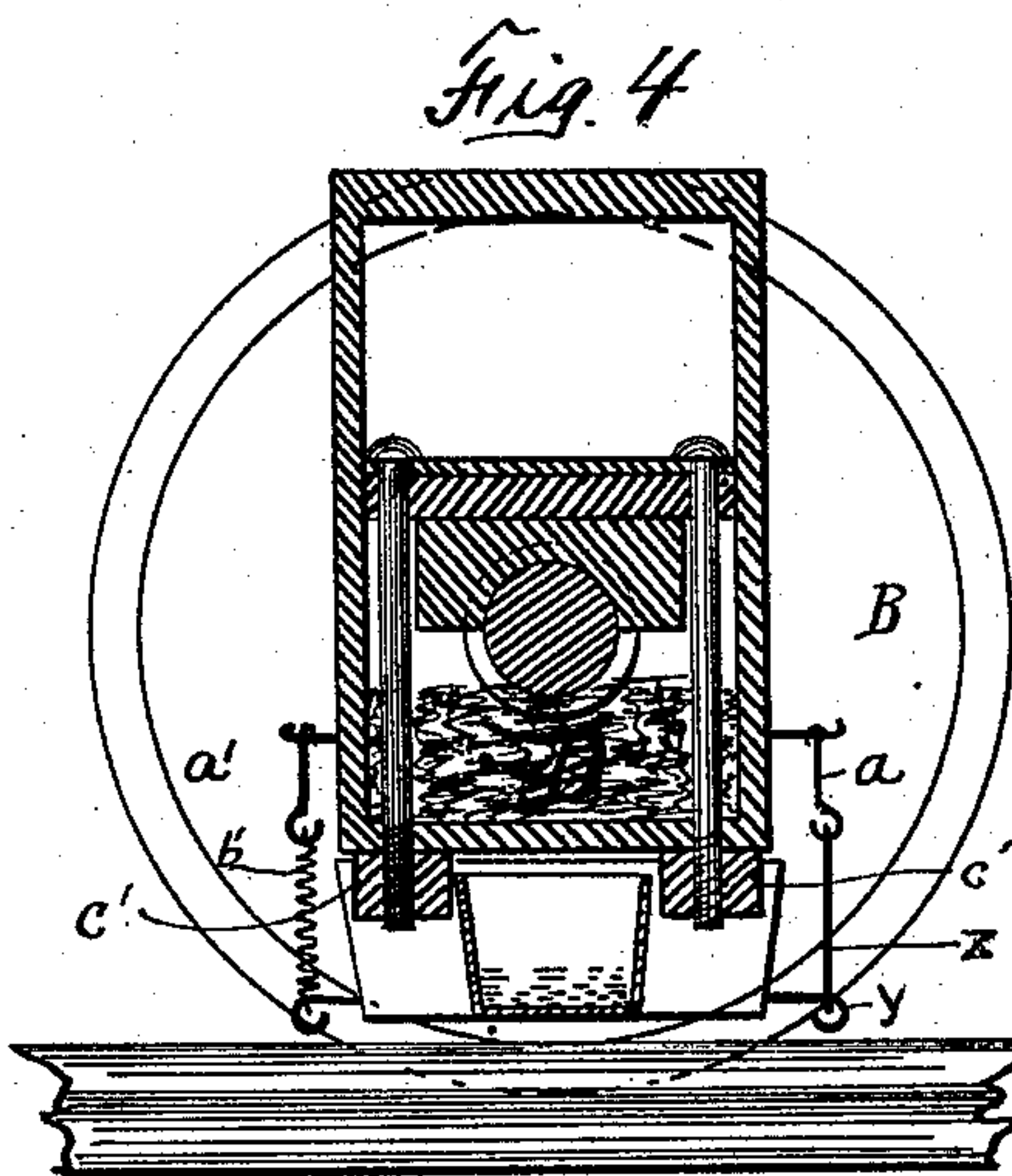
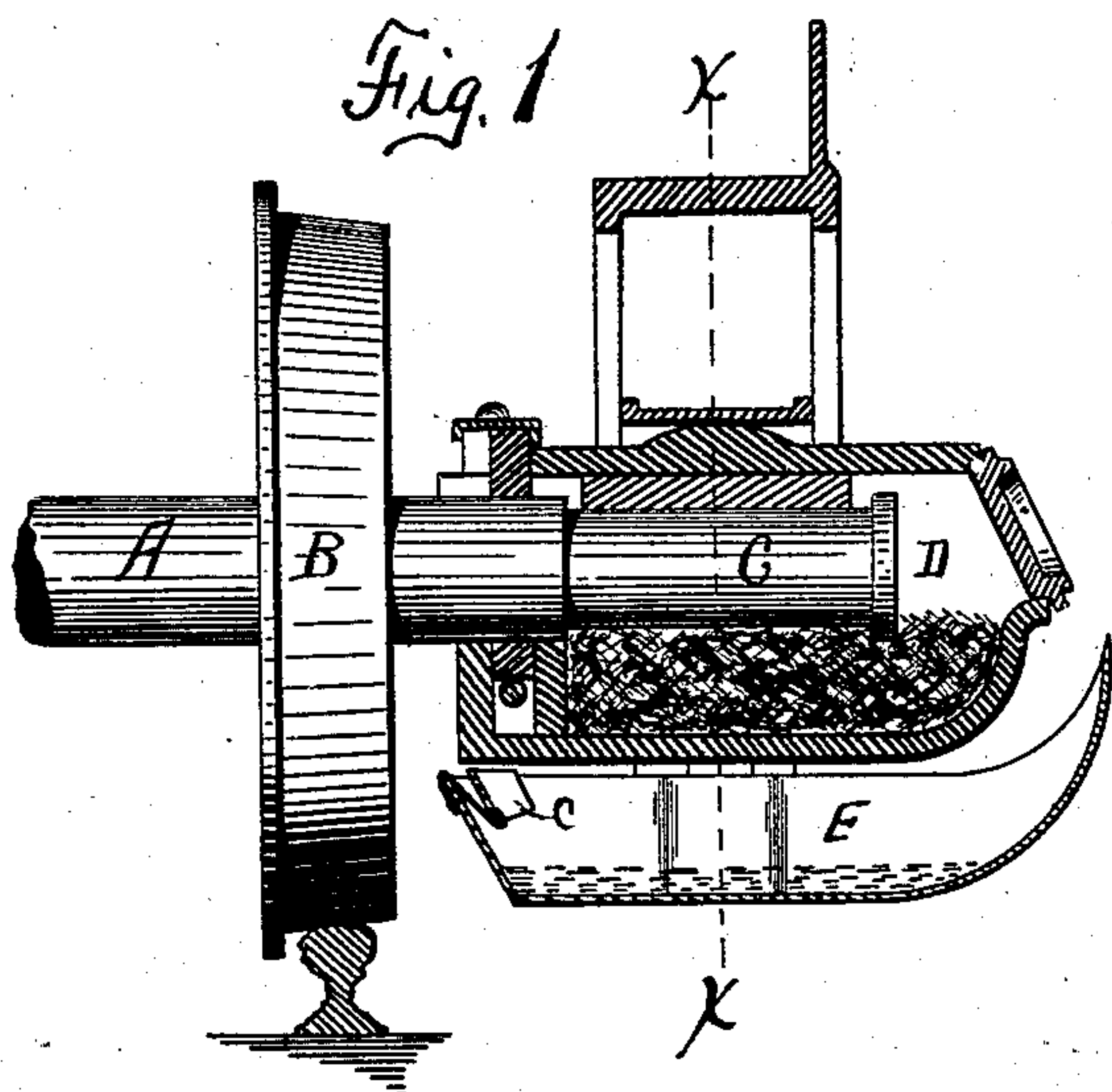


(No Model.)

J. H. KRINER.
OIL CATCHING DEVICE.

No. 572,641.

Patented Dec. 8, 1896.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN H. KRINER, OF GOLDEN ROD, PENNSYLVANIA.

OIL-CATCHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 572,641, dated December 8, 1896.

Application filed December 2, 1895. Serial No. 570,795. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. KRINER, of Golden Rod, in the county of Lycoming, in the State of Pennsylvania, have invented new and useful Improvements in Oil-Catching Devices, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to devices for catching oil drippings.

My object is to produce a receptacle adapted to be detachably secured under the journal of a car-wheel, so as to catch the oil that would ordinarily drop down and become wasted. I have found by observation that the amount of oil thus lost is considerable; and to the end of saving this oil and allowing it to be again used my invention consists in the several new and novel features of construction and operation hereinafter described and which are specifically set forth in the claims hereunto annexed.

It is constructed as follows, reference being had to the accompanying drawings, in which—
Figure 1 is a side view of the car axle and wheel and a vertical section of the journal-bearing and oil-receptacle attached in use. Fig. 2 is a side view of the oil-receptacle detached. Fig. 3 is a top plan view thereof. Fig. 4 is a rear end view thereof. Fig. 5 is a view of the bent plate mounted in the rear of the receptacle detached. Fig. 6 is a view of one of the two springs which hold it yieldingly at the inner end of the receptacle.

Similar letters of reference indicate corresponding parts.

A is an ordinary axle upon which is mounted a car-wheel B in the ordinary way, and C is the journal mounted in a lubricating-box D in the ordinary way, the lubricating-box having an opening at its outer end provided with a suitable cover in the ordinary way, through which is inserted the oil-absorbing material. This box D is secured in position by means of bolts, and the nuts *c'* of the bolts project down below the bottom of the box, as shown in Fig. 1.

The pan or receptacle E which catches the oil that drips from the box D is oblong in shape and has its outer upturned end to project beyond the outer end of the box D, so as to catch all drip from the door of the box

caused by leakage or spilling the oil in filling the box. This outer end of the pan E is turned upward to prevent any sudden lateral movement of the car from throwing the oil out of the pan, as it would otherwise be liable to do. The rear end of the pan projects beyond the inner end of the box D, so as to catch any leakage of oil that may take place at that point.

In order to prevent the pan from having any endwise or lateral movement independently of the box D, it has a recess *b* formed in each side, and these recesses catch over the lower ends of the nuts *c'*. These recesses not only prevent any swaying movement of the pan by catching against the nuts, but enable the pan to be made narrower than would otherwise be necessary if it had to extend out around the nuts *c'*.

The pan is secured to the car under the journal-box by means of the bail *a'* and the two springs *b'* on one side and by a bail *a* and rod Z upon the other, as shown in Fig. 4. The bail *a'* and rod Z being loosely connected to the pan can be detached therefrom, and thus allow the pan to be removed to empty out the oil, and to have on one side a slight elastic vertical movement, while in position, to prevent the jarring of the cars from splashing out the oil contained therein. The lower end of the rod Z is connected by a short wire Y to the lower portion of the pan, and this rod prevents an undue amount of vertical play from the rough jolting of the car, as would be the case if springs were used on both sides of the pan. The pan is balanced in position and prevented from tilting endwise by means of the plate C, which has its ends bent at an acute angle and which is supported inside of the end of the pan by the bent elastic wires *d*, as shown in Fig. 6. These wires *d* catch over the rear top edge of the pan and under the lower edge of the plate and support the plate in such a manner that its top edge bears against the bottom of the box and thus steadies the pan in position.

Having thus described my invention, I claim—

1. A journal-box for cars, combined with a drip-pan E supported under the box, supports for the pan, the plate C, and the wires

d, for supporting the plate under the rear end of the pan, so that the plate will steady the pan in position, all combined and arranged to operate, substantially as shown.

- 5 2. A journal-box for cars, bolts for securing the box in position, and the pan, suspended under the box for catching the waste oil, and having the recesses *b* in its sides to
10 port for the pan, and a plate that is sus-

pended upon the rear end of the pan for the purpose of steadying the pan in position, substantially as described.

In witness whereof I have hereunto set my hand on this 7th day of November, 1895.

JOHN H. KRINER.

In presence of—

THOS. A. DAVIES,
W. B. KRINER.