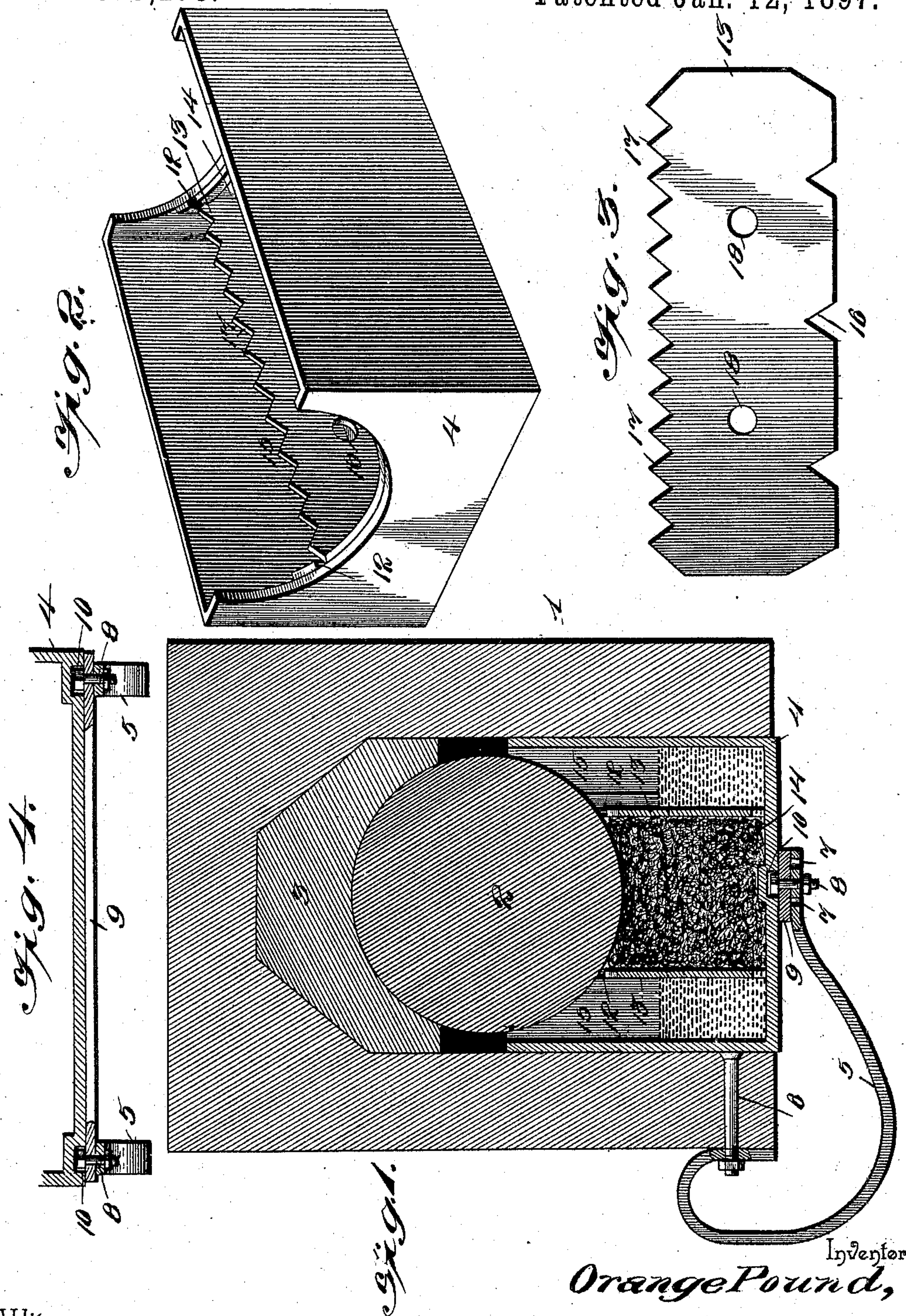


(No Model.)

O. POUND.  
JOURNAL BOX FOR ENGINE TRUCKS.

No. 575,273.

Patented Jan. 12, 1897.



Inventor  
Orange Pound,

Witnesses

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# UNITED STATES PATENT OFFICE.

ORANGE POUND, OF BARTOW, FLORIDA.

## JOURNAL-BOX FOR ENGINE-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 575,273, dated January 12, 1897.

Application filed July 28, 1896. Serial No. 600,837. (No model.)

*To all whom it may concern:*

Be it known that I, ORANGE POUND, a citizen of the United States, residing at Bartow, in the county of Polk and State of Florida, have invented a new and useful Journal-Box for Engine-Trucks, of which the following is a specification.

The invention relates to improvements in journal-boxes for engine-trucks.

The object of the present invention is to improve the construction of journal-boxes for engine-trucks and to provide one which will thoroughly lubricate a journal and which will automatically adjust itself to the journal as the journal bearing or brass becomes worn.

A further object of the invention is to provide a simple and inexpensive device which may be readily applied to the journal-boxes usually employed on engine-trucks without altering the construction of such journal-boxes.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a transverse sectional view of a journal-box constructed in accordance with this invention. Fig. 2 is a detail perspective view of one of the removable partitions of the oil cellar or receptacle. Fig. 3 is a detail view of one of the removable partitions of the oil cellar or receptacle. Fig. 4 is a detail view illustrating the arrangement of the springs and the tie-bar at the bottom of the oil-cellar.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates an engine-truck journal-box of the ordinary construction receiving a journal 2 of an axle and having the ordinary journal brass or bearing 3 interposed between it and the journal and arranged at the top thereof.

An oil-cellar 4 of the ordinary configuration is arranged within the lower portion of the journal-box and is provided at its ends with bearing-recesses to receive the bottom portion of the journal, and it is supported adjacent to each end by a curved spring 5, consisting of a stem extending beneath the

journal-box and connected with the bottom of the oil-cellar and a loop extending upward at one side of the journal-box and adjustably secured to the same by a horizontal bolt 6, passing through one side thereof. The inner end of each spring is provided with a series of perforations 7, receiving a bolt 8, which passes through a perforation of a tie-plate bar 9, and the latter, which is arranged on the bottom of the journal-box, extends longitudinally thereof from one spring to the other. The bolt 8, which is provided at its lower end with a nut, has its head, which is rectangular, arranged in a recess 10 in the lower face of the bottom of the oil-cellar, whereby the latter is locked against longitudinal movement. The outer end of each spring is provided with two or more perforations for the reception of the bolt 6 to permit the spring to be raised when the journal bearing or brass becomes very much worn. The perforations 7 at the inner end of the spring permits the latter to be applied to large, small, or medium journal-boxes. The parts are readily adjusted to suit the form of journal-boxes ordinarily employed on locomotives or engine-trucks.

The oil-cellar is provided at its ends with vertical grooves or ways 12, constructed in any suitable manner and receiving a pair of removable longitudinal partitions 13, dividing the space within the oil-cellar into a central compartment 14 and side compartments 15. The central compartment 14 is adapted to receive the waste employed in journal-boxes and the side compartments form a reservoir for oil which is fed to the journal by the waste of the central compartment, the waste operating as a wick and conveying the oil to the journal, which is thoroughly lubricated. The partitions 13 are provided at their lower edges with notches or recesses 16, and have teeth 17 at their upper edges and are perforated at 18 at points intermediate of their upper and lower edges. The perforations 18 and the lower recesses 16 form openings to permit the oil from the side compartments or reservoir to enter the central or waste compartment. The teeth 17 at the upper edges of the compartments form combs and serve to prevent the waste from escaping from the central compartment.

By arranging the waste and the oil in the



manner set forth the axle is thoroughly and economically lubricated and the journal-box is enabled to carry a supply of oil sufficient to lubricate a journal properly for a long time; 5 also, the springs bearing against the bottom of the oil-cellar tend to force the latter upward, and as the journal brass or bearing becomes worn the springs force the oil-cellar upward against the journal and prevent any 10 loss of motion.

It will be seen that the improvements may be readily applied to a journal-box now in use without altering the construction thereof, that the supporting-springs are adjustable 15 and adapted to be readily applied to large, small, and medium journal-boxes, and that simple, inexpensive, and efficient means are provided for thoroughly, continuously, and economically lubricating the journal. It will 20 also be apparent that the journal-box is adapted to hold a sufficient quantity of oil for lubricating a journal for a long time, thereby enabling a locomotive to make a long run without oiling these journal-boxes.

25 What I claim is--

1. In a device of the class described, the combination of a journal-box, a journal, a journal bearing or brass interposed between the journal and the top of the journal-box, an oil- 30 cellar arranged within the journal-box, fitting against the bottom of the journal and provided at its bottom with recesses 10, a tie-bar extending longitudinally of the oil-cellar

at the bottom thereof, a pair of curved springs provided at their inner and outer ends with 35 perforations and consisting of stems extending beneath the journal-box and the oil-cellar, and loops arranged at one side of the journal-box, fastening devices securing the outer ends of the loops to the journal-box, and bolts 40 passing through the inner ends of the springs and the tie-bar and having heads interlocked with the recesses of the oil-cellar, whereby the latter is held against longitudinal movement, substantially as described. 45

2. In a device of the class described, the combination of a journal-box, an oil-cellar supported within the bottom thereof, a pair of removable longitudinal partitions arranged 50 in suitable ways of the oil-cellar and dividing the space within the oil-cellar into a central waste-compartment and side compartments, said partitions being provided at their lower edges with recesses to establish communication between the compartments, and having 55 their upper edges arranged adjacent to the journal and provided with teeth forming combs, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in 60 the presence of two witnesses.

ORANGE POUND.

Witnesses:

JOHN H. SIGGERS,  
THEODORE DALTON.