

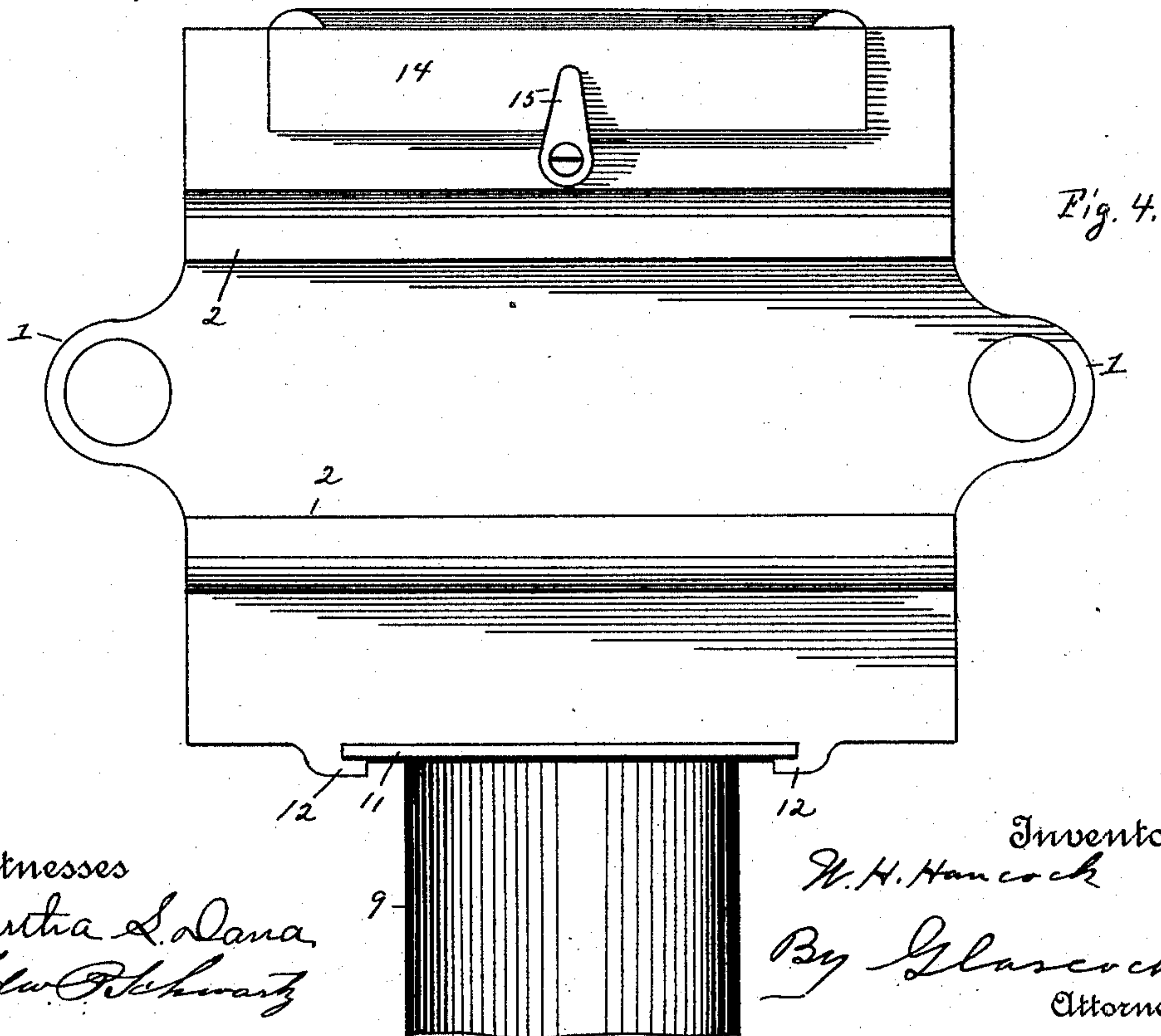
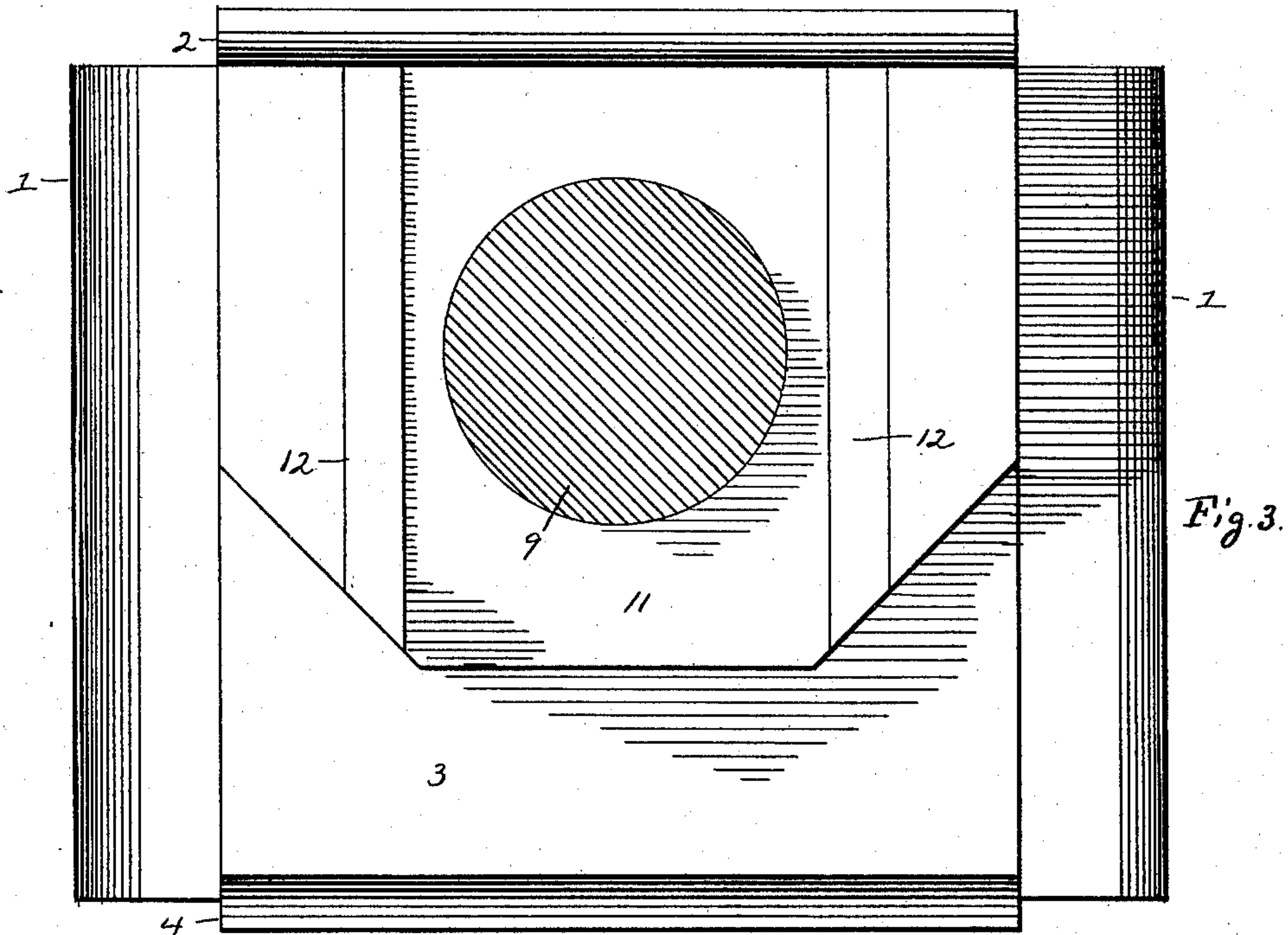
(No Model.)

2 Sheets—Sheet 1.

W. H. HANCOCK.
CAR AXLE BOX.

No. 585,753.

Patented July 6, 1897.



Witnesses
Bertha L. Dana
Edw. Schwartz

Inventor
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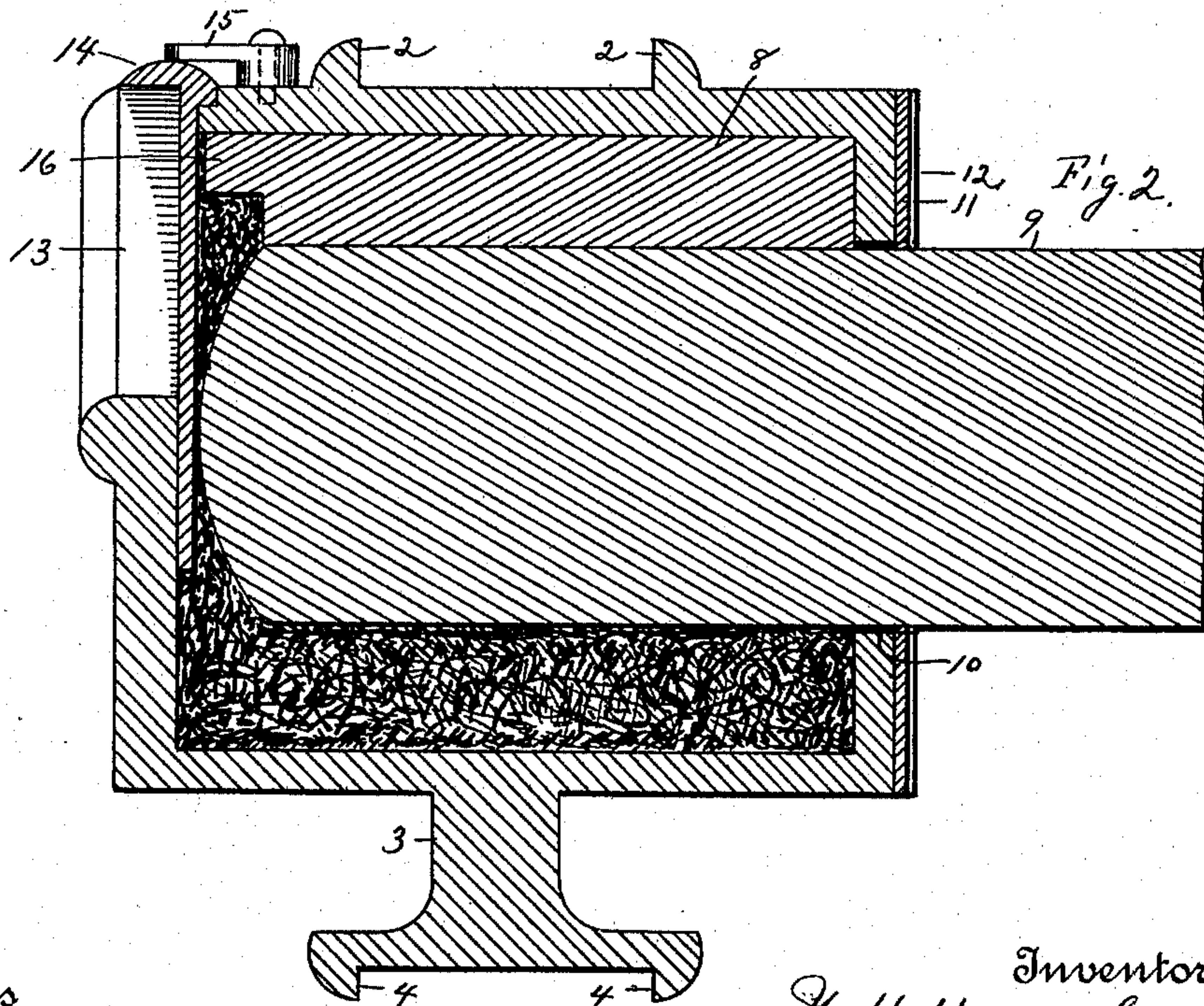
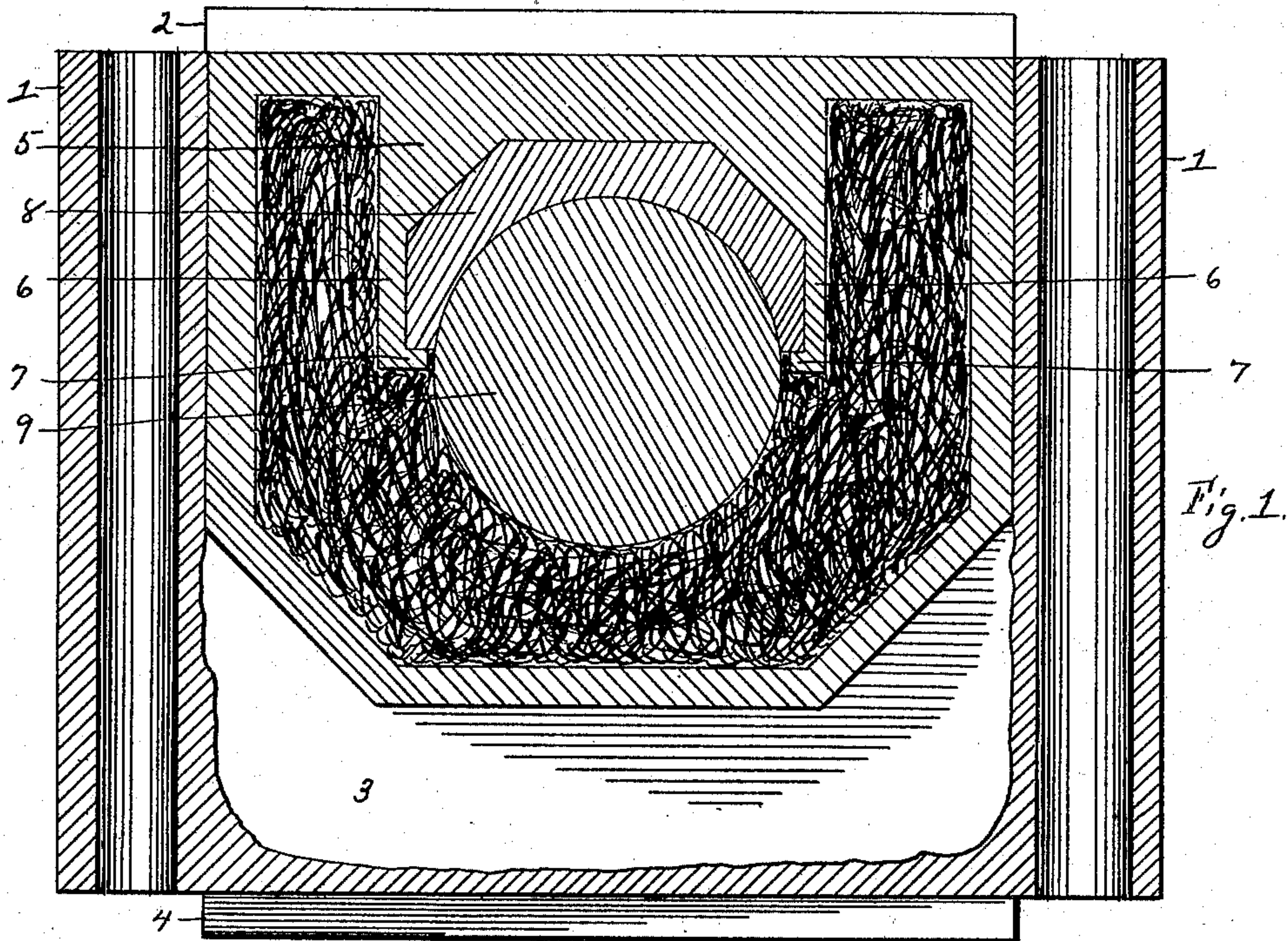
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Witnesses
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Inventor
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Attorneys.

UNITED STATES PATENT OFFICE.

WARREN HERBERT HANCOCK, OF EPPING, GEORGIA.

CAR-AXLE BOX.

SPECIFICATION forming part of Letters Patent No. 585,753, dated July 6, 1897.

Application filed July 9, 1896. Serial No. 598,561. (No model.)

To all whom it may concern:

Be it known that I, WARREN HERBERT HANCOCK, a citizen of the United States, residing at Epping, in the county of Montgomery and State of Georgia, have invented a certain new, useful, and valuable Improvement in Car-Axle Boxes, of which the following is a full, clear, and exact description.

My invention has relation to car-axle journal-boxes; and it consists in the novel construction and arrangement of its parts, as hereinafter described.

The object of my invention is to provide a journal-box having a removable brass, said brass adapted to be easily and readily removed from the box without straining the box at the opposite end of the axle or any of the parts thereof.

The further object of my invention is to provide a box which may be easily and readily removed from the axle without removing any of the contents or parts of the box.

The further object of the invention is to provide a box which will thoroughly lubricate the bearing.

In the accompanying drawings, Figure 1 is a front view of the axle-box, partly in section. Fig. 2 is a transverse sectional view of the axle-box and part of the axle. Fig. 3 is a rear view of the box. Fig. 4 is a top view of the box.

The box at each side is provided with the perforated protrusions 1. The perforations of said protrusion are adapted to hold bolts by means of which the box is secured to the car-truck. The top of the box is provided with the parallel flanges 2 2, and from the bottom of the box the perpendicular web 3 extends. Said web supports the parallel flanges 4 4. The flanges 2 2 and 4 4 are adapted to receive suitable protrusions located on the car-truck, and thus the box is held firmly in its proper place.

In its interior the box is provided with the downwardly - extending bracket 5. Said bracket is located in the middle of the box. The bracket is provided with the downwardly-extending arms 6 6, each said arm having at its lower end an angular extension 7 7, said extensions extending toward each other.

The extensions 7 7 are adapted to support the brass 8. Said brass on its outer sides co-

incides with the inner sides of the bracket 5. The under side of the brass is concave, as usual, to receive the axle 9. It will be observed that the inner sides of the bracket 5 are without any extensions or protrusions that enter into registering indentations in the sides of the brass; also, the brass is without any extensions or protrusions that enter into registering recesses in the bracket.

The axle 9 within the box is of uniform diameter. Said axle enters the box through the perforation 10, located in the back of the box. Said perforation is slightly larger in diameter than the diameter of the axle. A plate 11, having a perforation through which the axle 9 passes, is located in the lugs 12 12 at the back of the box. The perforation in said plate is just large enough to receive the axle, and hence said plate 11 prevents dirt from passing into the box through the perforation 10. The plate 11 is retained perpendicularly in the lugs 12 12 by the axle, but said plate is free to have a slight perpendicular play within the lugs.

The upper part of the front of the box is provided with an opening 13. Said opening is normally closed by the perpendicularly-sliding door 14. Said door fits closely against the front of the box and prevents the entrance of any dirt, &c., into the box. The door is retained in its position in the box by the pivoted button 15, located on the top of the box. Through the opening 13 the waste is introduced into the box and also the lubricant.

The front end of the brass 8 is provided with a protrusion 16. (See Fig. 2.) Said protrusion 16 terminates in the vicinity of the inner surface of the sliding door 14, and thus the said brass is held in place above the axle. When the brass is worn out, the door 14 is removed and a jack is placed under the box and the box is slightly raised. This releases the impingement of the brass between the under side of the bracket and the upper surface of the axle, and by gripping the protrusion 16 the old brass may be slipped out of the box and a new one inserted in its place. After this is done the box is lowered to its proper position and the door is replaced. The brass is removed from the box through the opening 13.

As the axle within the box is of uniform

diameter and the outer sides of the brass and the inner sides of the bracket are without protrusions it is only necessary to give the box a very slight lift in order to release the
5 impingement of the brass, and thus the other journals of the car are relieved from unnecessary strain.

It will also be seen that when the box is disengaged from the truck the entire box and
10 its contents may be bodily slipped from the end of the axle and also the box and its contents may be slipped on the end of the axle.

The box proper, the web 3, the flanges 2 2 and 4 4, and the bracket 5 can be cast all in
15 one piece.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

An axle-box having in its interior a bracket, a removable brass adapted to be slipped longitudinally into said bracket, and a vertically-slidable door located in the front of the box and adapted to retain the brass from longitudinal movement.

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

WARREN HERBERT HANCOCK.

Witnesses:

E. M. RACKLEY,

J. C. MCALLISTER.