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PATENTED FEB. 6, 1906.

J. F. HILL.
OIL CELLAR FOR JOURNAL BOXES.
APPLICATION FILED APR. 5, 1904.

Fig. 1.

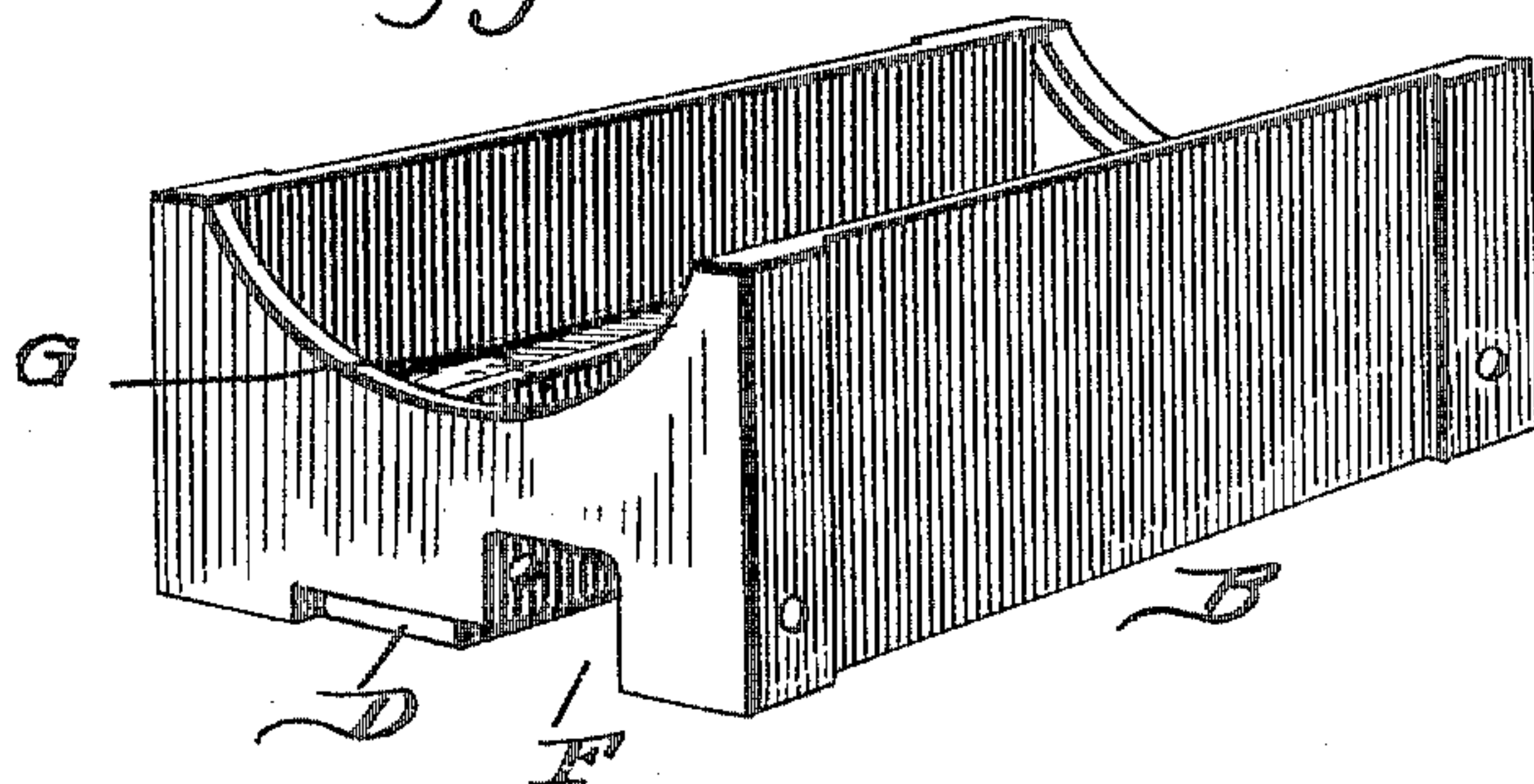


Fig. 2.

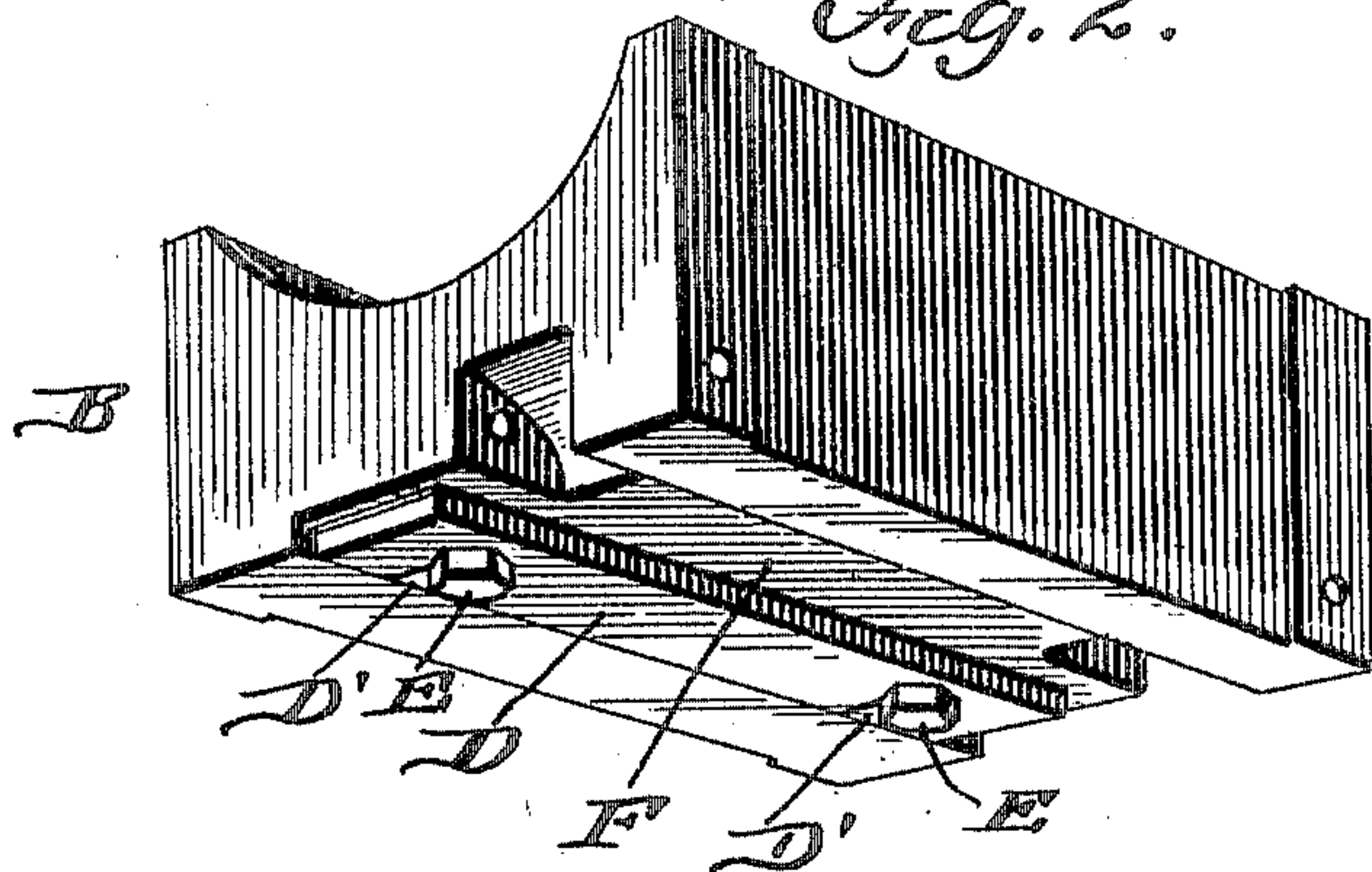


Fig. 3.

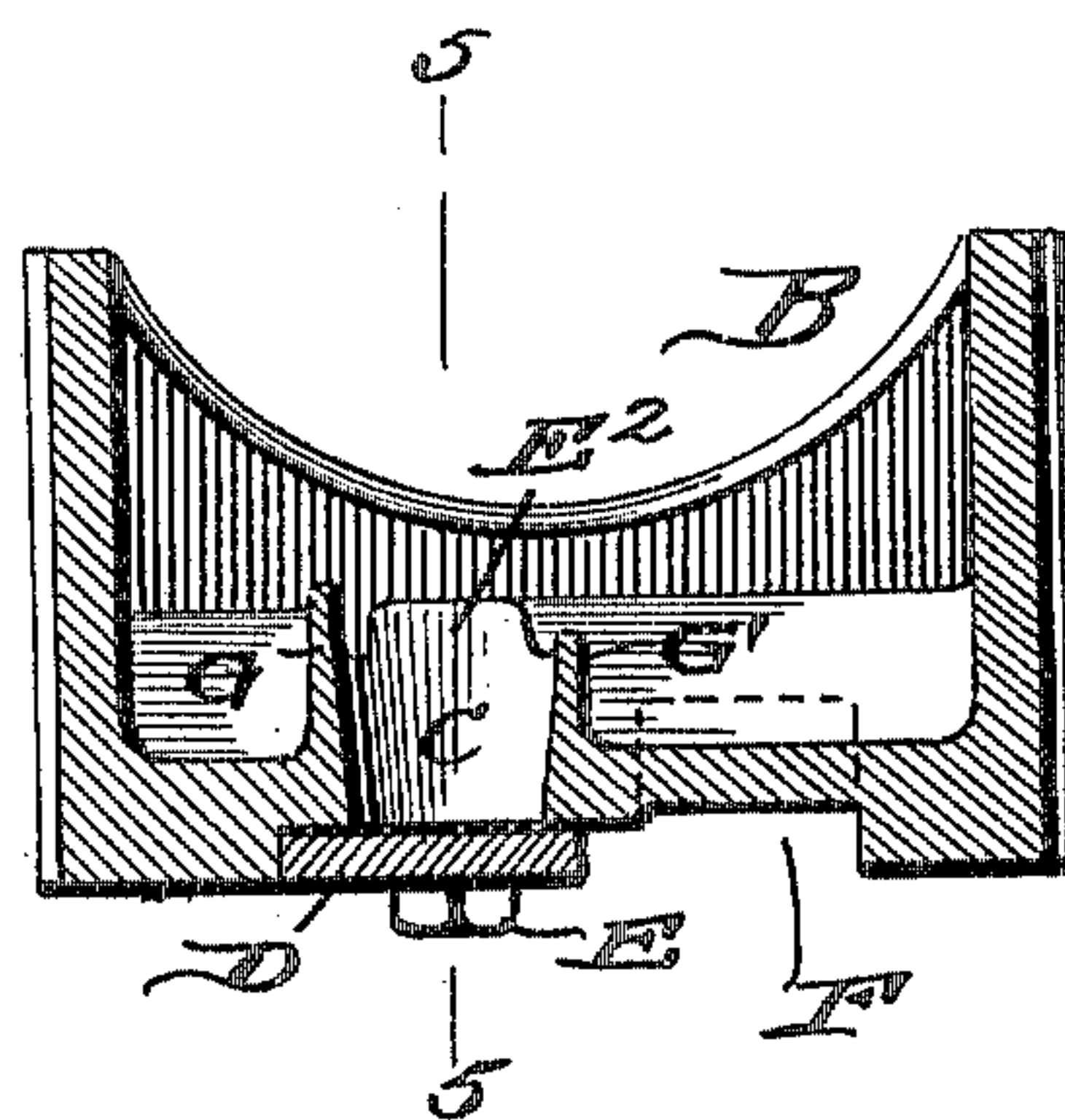


Fig. 4.

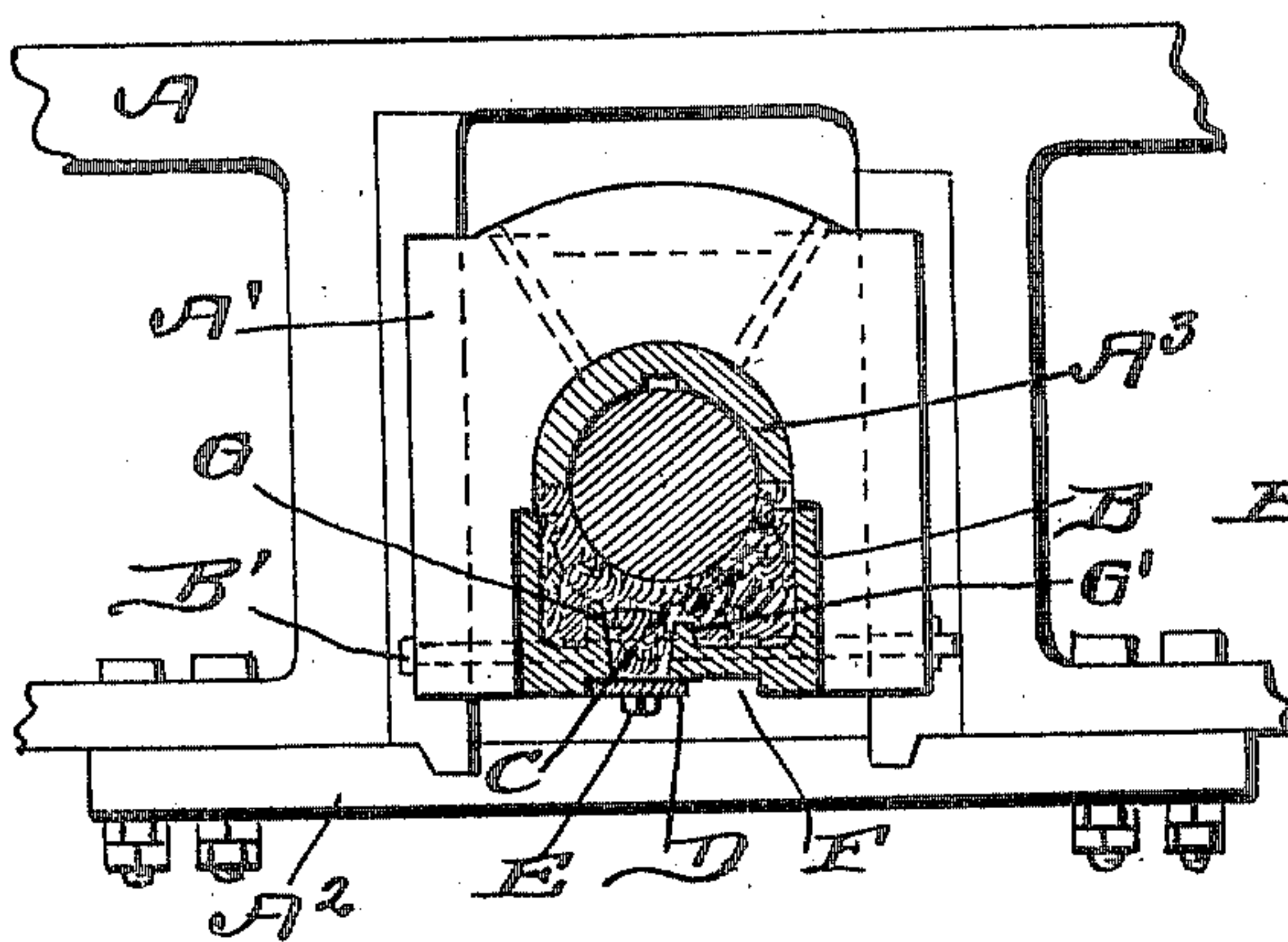
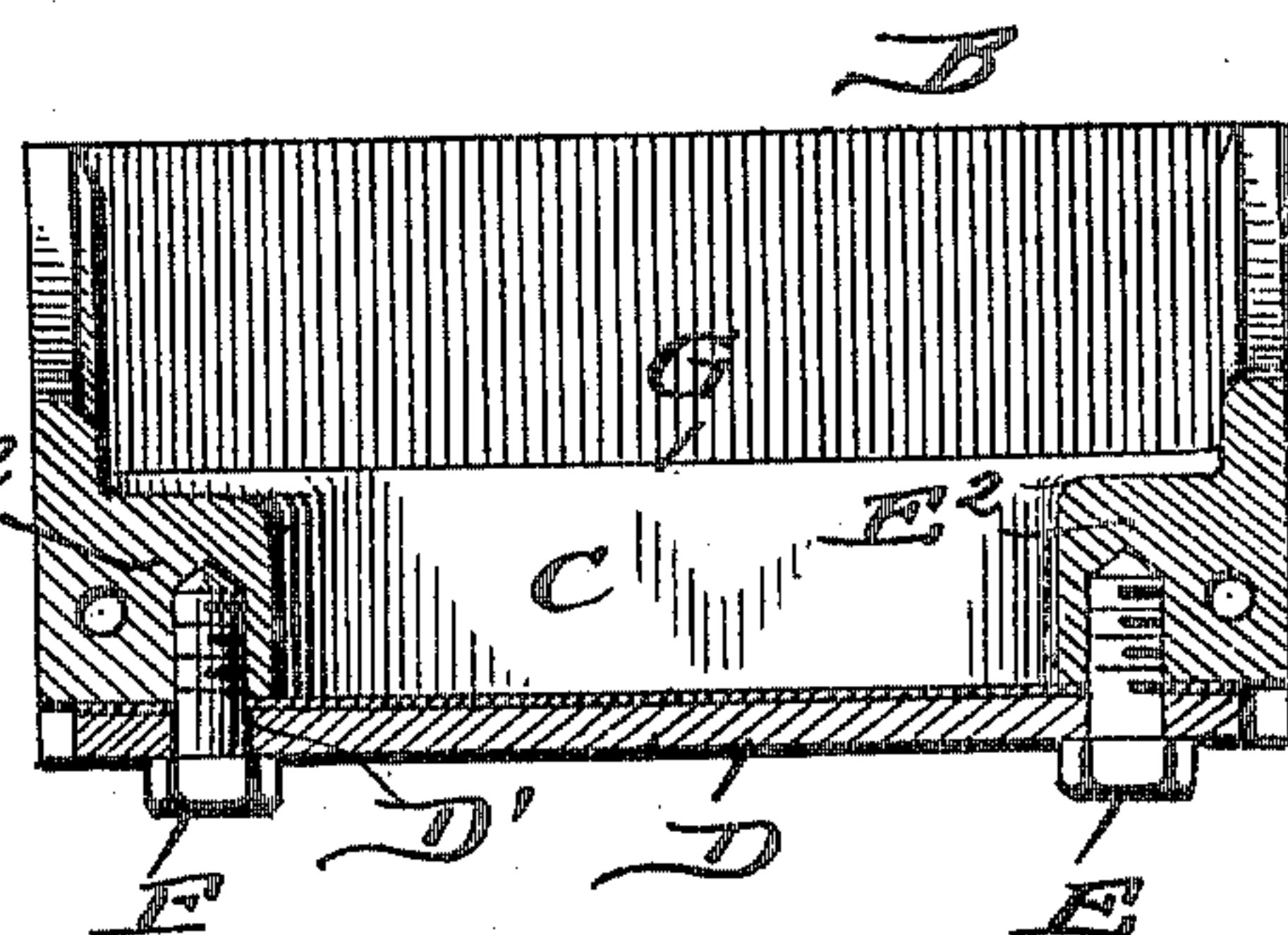


Fig. 5.



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UNITED STATES PATENT OFFICE.

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OIL-CELLAR FOR JOURNAL-BOXES.

No. 811,637.

Specification of Letters Patent.

Patented Feb. 6, 1906.

Application filed April 5, 1904. Serial No. 201,691.

To all whom it may concern:

Be it known that I, JAMES FRANCIS HILL, a citizen of the United States, residing at Norwalk, in the county of Huron and State of Ohio, have invented a new and useful Improvement in an Oil-Cellar for Journal-Boxes, of which the following is a specification.

This invention relates generally to oil-cellars for journal-boxes, and is particularly adapted for the oil-cellars of locomotive driving-boxes.

The object of my invention is to provide a driving-box of such construction that the packing can be quickly and easily inserted, withdrawn, and replaced without removing the cellar from the box; and with this object in view and certain other objects hereinafter explained my invention consists, primarily, in providing a longitudinal opening in the bottom of the cellar at one side of the center of the same, said opening being normally closed by means of a plate slidably connected to the bottom of the cellar, said plate being adapted to be moved laterally for the purpose of opening or closing the opening in the bottom of the cellar.

The invention consists also in certain details of construction hereinafter fully described, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view of an oil-cellar constructed in accordance with my invention. Fig. 2 is the inverted perspective view of the same. Fig. 3 is a transverse sectional view. Fig. 4 is a detail view, partly in section and showing the practical application of my invention. Fig. 5 is a longitudinal sectional view taken on the line 5 5 of Fig. 3.

Inasmuch as my invention is particularly adapted for use in connection with locomotive driving-boxes, I have shown it so used; but it will be understood that it can be used in connection with any journal-box oil-cellar.

In the drawings, A indicates a portion of the engine-frame; A', the driving-box; A², pedestal-binder, and A³ the journal. B indicates the oil-cellar, which is secured in the box by means of the horizontal bolts B' passed transversely therethrough. A longitudinal opening C is produced in the bottom of the oil-cellar, said opening being arranged at one side of the longitudinal center of the oil-cellar, and this opening is normally closed by means of a plate D, which is connected to

the bottom of the cellar by means of bolts E, which pass through the transverse slots D', produced in the plate D adjacent the opposite ends, said bolts E extending into the bosses E², formed upon the interior of the cellar at the opposite ends of the longitudinal opening C. The bottom face of the cellar is recessed longitudinally, as shown at F, so that the plate can be moved laterally to uncover the longitudinal opening C, the transverse slots D' permitting such lateral movement of the plate. The side walls of the longitudinal opening C are extended upwardly into the oil-cellar, as most clearly shown at G and G' in Figs. 3 and 4, and it will be noted that these walls are slightly inclined and diverge at their upper ends, and it will also be noted that the wall G is slightly higher than the wall G'. By extending these walls up into the cellar a cavity is formed at each side of the longitudinal opening for holding any free oil that may be in the cellar and preventing the same being wasted when the plate D is shifted to one side. These walls also prevent the packing being rolled to one side of the cellar and by making these walls diverging at their upper ends has a tendency to hold the packing in place while the plate is being moved back to cover the opening.

In operation the bolts are slightly loosened and the plate shifted laterally to uncover the longitudinal opening, and inasmuch as this opening is arranged at one side of the longitudinal center and, furthermore, as the bottom of the cellar is recessed the plate can be moved so as to completely uncover the opening without being removed from the cellar. The packing can then be inserted, or it can be removed, oiled, and replaced and the plate shifted back to its normal position and fastened, and all of these operations can be accomplished in considerably less time than is usually required to supply or replenish the oil-cellars now in common use. The main driving-box cellars of locomotives require the most attention, and on account of the eccentrics and straps being in the way it is often necessary to take down the pedestal-binder in order to get at the oil-cellar. Furthermore, it is well known that all driving-boxes have a tendency to close in on the journal, and it has been customary to fit oil-cellars loosely in the boxes to allow for this closing. These objections are entirely obviated by my improved construction of cellar, as it is not necessary to make any such allowance, and

the cellar can be tightly fitted in the box, and, furthermore, it is not necessary to remove any of the parts in order to obtain access to the cellar.

5 The construction, operation, and advantages of my invention having been fully set forth, it is obvious that an oil-cellar constructed as herein shown and described will fully accomplish all of the objects hereinbefore mentioned.

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

1. In combination with an oil-cellar having a longitudinal opening, a plate adapted to cover said opening and transversely slotted, and bolts passing through said slots and adapted to hold the plate in place, the plate being transversely slidable with respect to the oil-cellar.

2. An oil-cellar having a longitudinal opening in the bottom of the same, said opening being arranged at one side of the longitudinal

center of the cellar, a plate having transverse slots adjacent the ends and the bolts connecting said plate to the bottom of the cellar, the bottom face of the cellar being recessed to permit the lateral movement of the plate for the purpose of uncovering the longitudinal opening.

3. An oil-cellar having a longitudinal opening in the bottom thereof, said opening being arranged at one side of the longitudinal center, the bosses arranged at the ends of said opening, the side walls of said opening extending upwardly into the cellar and diverging at their upper ends, the plate having transversely-slotted ends and the bolts for connecting said plate to the bottom of the cellar, the bottom face of the cellar being recessed to permit the lateral movement of said plate as set forth.

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Witnesses:

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