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E. J. NOBLETT.

MEANS FOR PREVENTING THEFT OF BRASSES FROM RAILWAY JOURNAL BOXES.

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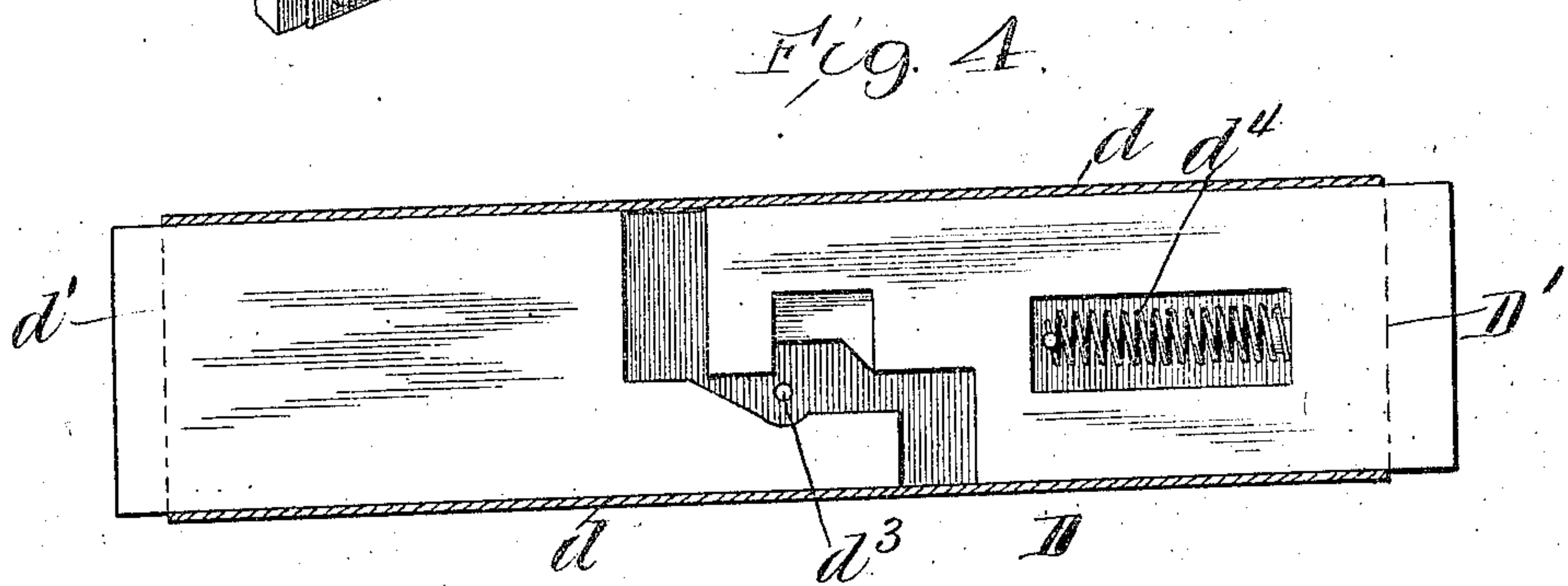
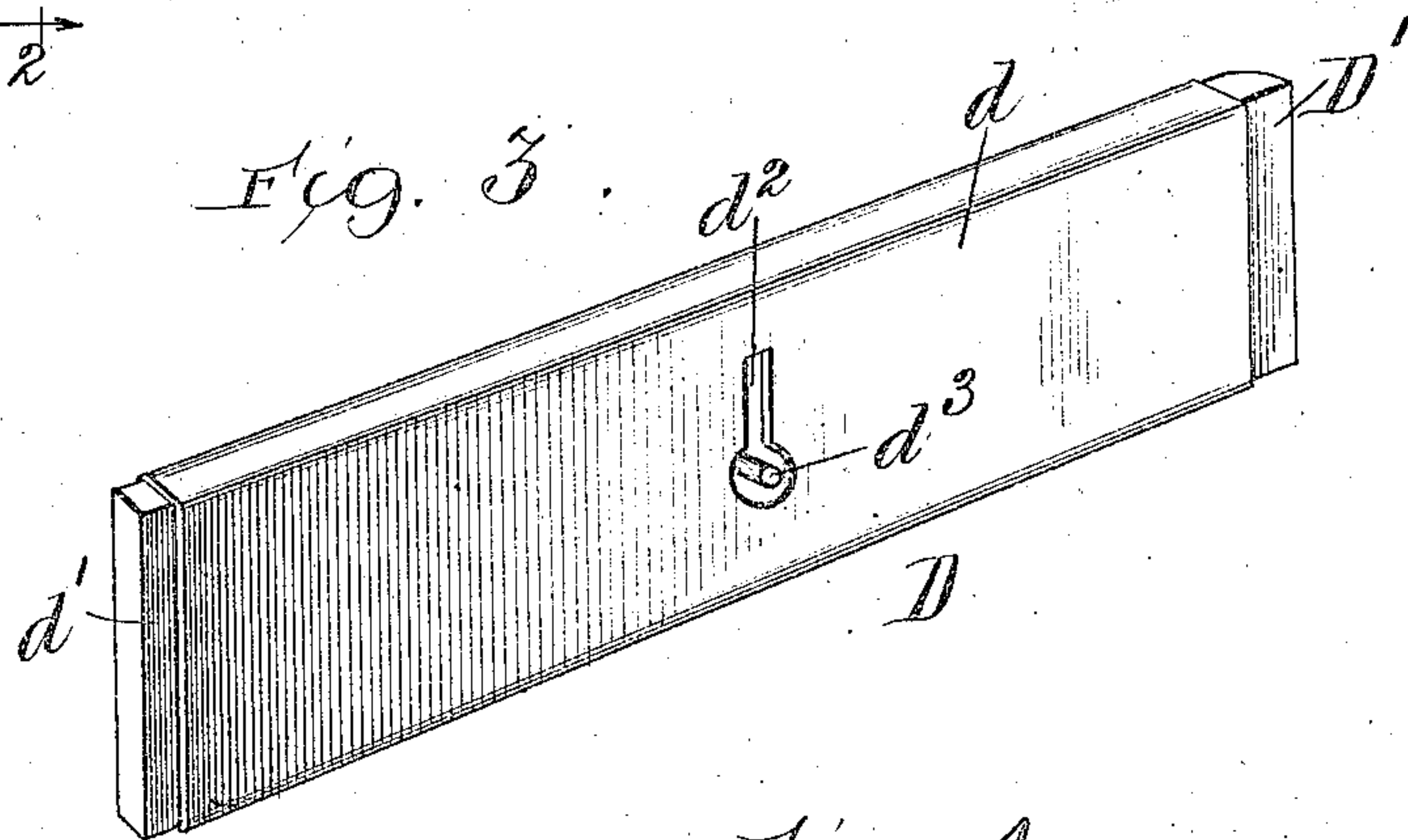
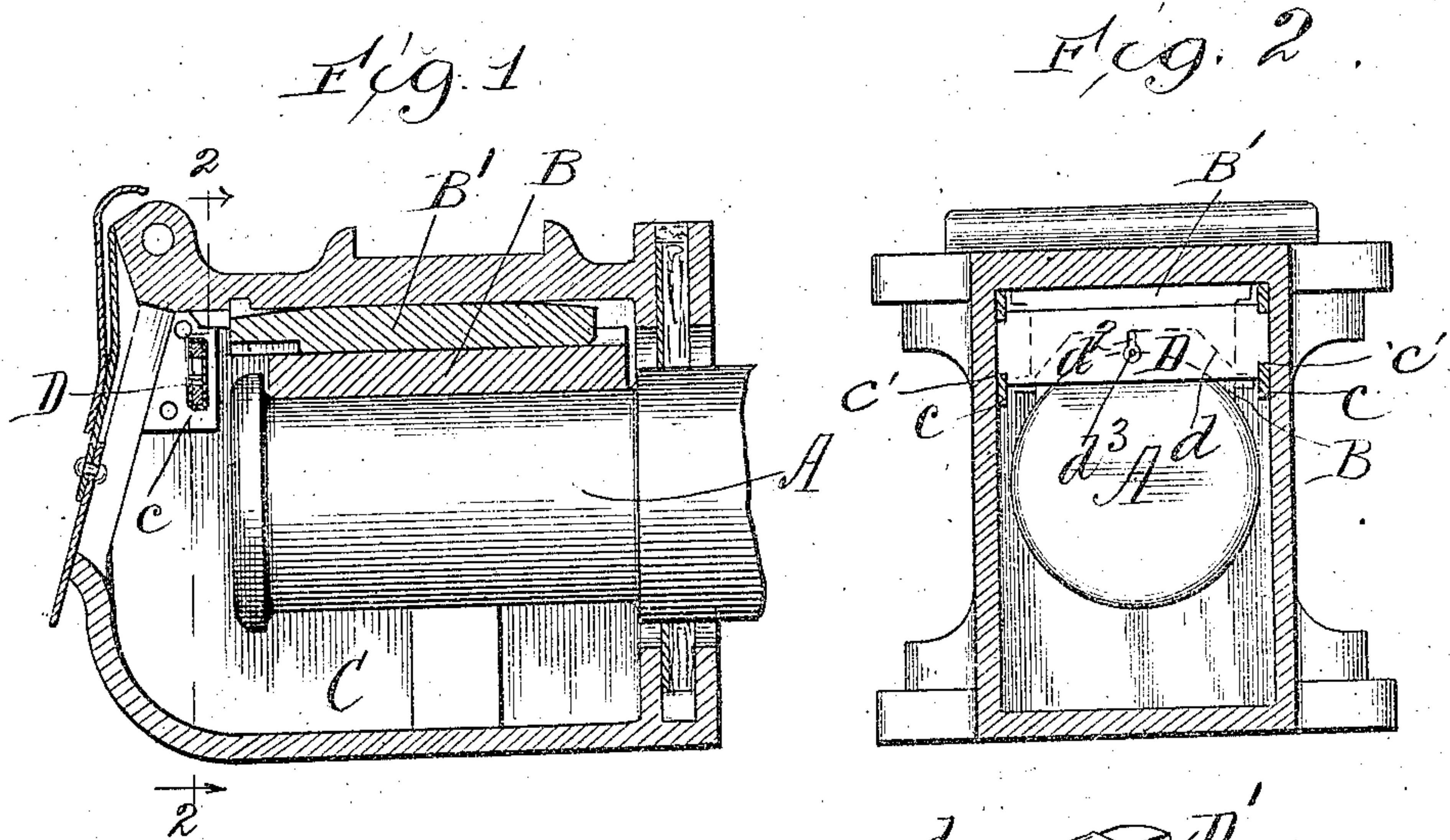
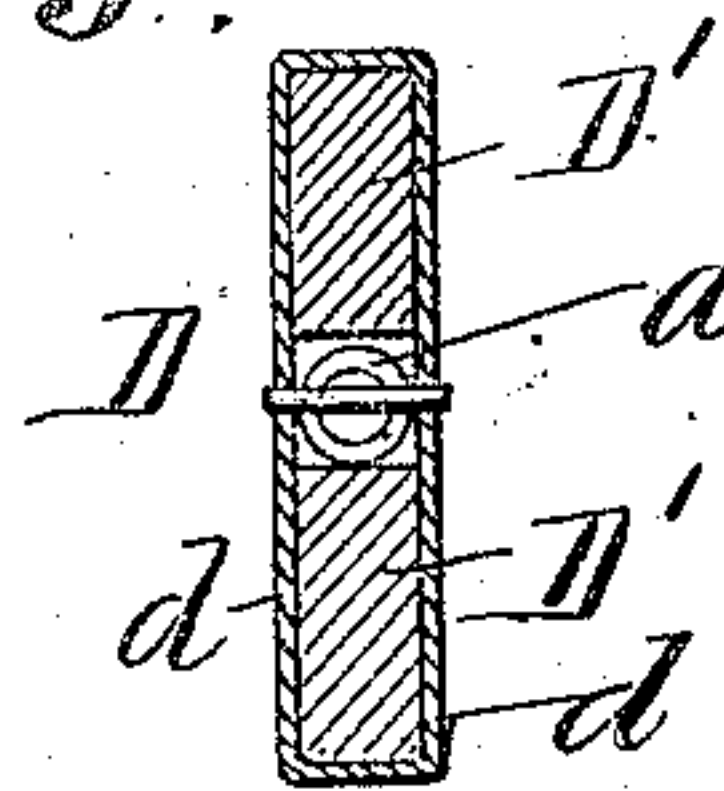


Fig. 5.



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UNITED STATES PATENT OFFICE.

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MEANS FOR PREVENTING THEFT OF BRASSES FROM RAILWAY JOURNAL-BOXES.

No. 812,866.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed July 29, 1904. Serial No. 218,667.

To all whom it may concern:

Be it known that I, EDWARD J. NOBLETT, a citizen of the United States, and a resident of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Means for Preventing Theft of Brasses from Railway Journal-Boxes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates more particularly to a construction whereby the brasses of railway journal-boxes are protected from thefts or unauthorized removal.

Heretofore serious accidents have frequently occurred owing to the fact that tramps, strikers, and others have pried up one or more of the journal-boxes of a car or cars sufficiently to permit the removal of the brasses. In frequent instances great losses have been entailed to railway companies owing to the damage resulting to the journals from moving the cars before such loss is detected or from wrecks occasioned thereby. In some instances many of the cars on a siding or in a yard have been robbed at the same time of their brasses. Such thefts have been encouraged by the construction of the journal-boxes and by the method of securing the brasses therein, for it is only necessary to raise the journal-box a small fraction of an inch—a simple lever, such as a short piece of wood or scantling, will suffice for this—to permit the brasses to be removed.

The object of this invention is to provide a lock so constructed and positioned as to afford free movement of the journal under the normal movement of the car, but preventing the removal or displacement of the brasses unless the lock is first released.

It is also an object of this invention to provide a construction adapted to be applied to any of the standard or Master Car-Builders' journal-boxes now in use and as readily adaptable to old boxes as to new.

The invention consists in the matters hereinafter described and more fully pointed out and defined in the appended claims.

In the drawings, Figure 1 is a vertical longitudinal section of a journal-box provided with a device embodying my invention. Fig. 2 is a section taken on line 2-2 of Fig. 1. Fig. 3 is a perspective view of the locking device,

showing the same detached from the journal-box. Fig. 4 is a vertical section taken longitudinally of the bolt. Fig. 5 is a central transverse section of the same.

As shown in said drawings, A indicates the axle end or journal. B indicates the brass supported thereon.

B' indicates the cap secured upon the brass and on which the top of the journal-box C rests. Said journal-box, as shown, is of the usual or Master Car-Builders' type and is provided in each side of the same with a plate *c*, which in old boxes is riveted to the inner side of the journal-box above and laterally of the journal ends, and in new boxes may be cast integrally thereon. Each of said plates is provided with a relatively deep bolt-socket *c'*, arranged oppositely in the journal-box and adapted to receive the ends of the locking-bolt, (indicated as a whole by D.) Said bolt, as shown, comprises a flat tubular casing *d*, of steel and of considerable thickness to afford rigidity and having secured in one end of the same a rigid bolt *d'*, adapted to be seated in one of the bolt-sockets, and at the other end is provided with a slidable bolt D', the inner edge of which is inclined to admit of forcing the bolt into engagement in the bolt-socket oppositely disposed from that in which the end *d'* is secured. As shown, said slidable bolt D' and the rigidly-secured bolt *d'* are shaped at their inner ends to lap past each other, thereby greatly stiffening the construction. A key-aperture is provided through the outer side of the casing *d*, adapted to permit a key, such as an ordinary switch-key, to be inserted into positive engagement with the inner end of the sliding bolt D', which is notched, as shown, for engagement therewith. The key may be of any desired type or form. As shown, however, a pin *d³* is seated in position to enter a bore of the stalk or stem of the key in a familiar manner. Seated in a longitudinal aperture in said sliding bolt D' is a spring *d⁴*, one end of which engages against the outer end of said bolt and the other of which is rigidly engaged on the casing *d*, whereby said bolt is normally held in an extended position.

The operation is as follows: A socketed plate *c* having either been cast within the journal-box or secured therein by riveting the end of the bolt *d'* is first inserted in said socket and the opposite or slidable bolt D' is pressed inwardly, snapping into its socket in the oppositely-disposed plate. When in

place, the lock is sufficiently beyond the end of the journal to preclude the possibility of contact therewith and extends sufficiently below the top of the journal to render it impossible for the brasses to be removed without first removing the locking-bar

Obviously many details of construction may be varied without departing from the principles of my invention.

I claim as my invention—

1. The combination with a journal-box, having oppositely-disposed seats on the inner faces of the side walls thereof of a retractable bolt engaged at its end in said seats.
2. The combination with a car journal-box, its journal and brasses of longitudinally-extensible means adapted to engage in seats in the side walls of the box and acting to prevent removal of the brasses.
3. The combination with a car journal-box of locking mechanism therein engaging the inner face of each side wall and adapted to retain the brass therein.
4. The combination with a car journal-box having inwardly-opening seats in the side walls thereof of an expansible locking-bolt adapted to engage at its ends in said seats and means for decreasing the length of the bolt to permit its removal.
5. The combination with a journal-box provided with inwardly-opening seats in the side walls thereof of an extensible locking-bolt engaged at its ends therein beyond and extending below the bearing and means for retracting one end of the bolt from its seat.
6. In a car journal-box having inwardly-

opening seats in the opposite sides thereof beyond the end of and adjacent the upper side of the journal of a longitudinally-retractable locking-bolt adapted to fit in said seats and acting to prevent the removal of the brasses.

7. The combination with a journal and the brass therefor of a journal-box having an inwardly-opening seat in each side thereof, a spring locking-bolt adapted to be secured at its end in said seats adjacent the ends of the brass, and key-operated means adapted to retract one end of the bolt from its seat.

8. In a journal-box, an expansible locking mechanism adapted to engage the inner surface of the side walls of the box and means for withdrawing one end of the same from such engagement.

9. In a device of the class described, the combination with a journal-box of a detachable lock comprising a sheet-metal casing and a key-operated spring-bolt slidably secured therein and adapted to engage in the sides of said journal-box.

10. The combination with a journal-box of a lock comprising a strong sheet-metal casing, a rigid bolt in one end thereof, a slidable spring-controlled bolt in the other, the inner ends of said bolts overlapping said slidable bolt adapted to be retracted by a key.

In testimony whereof I have hereunto subscribed my name in the presence of two subscribing witnesses.

EDWARD J. NOBLETT.

Witnesses:

C. W. HILLS,

W. W. WITHEBURY.