R. B. EASON.
Car Axle-Box.

No. 201,393. Patented March 19, 1878.

Fig: 1.

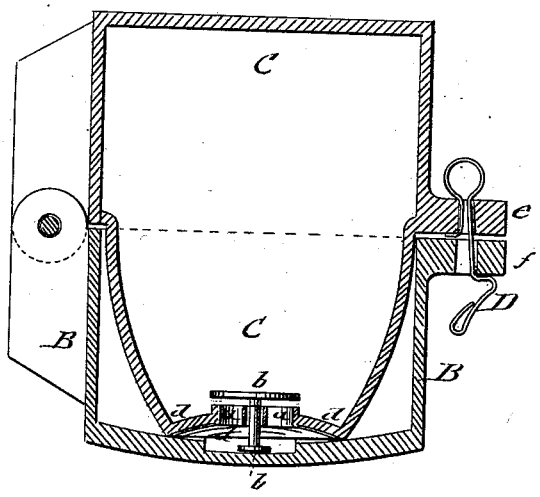
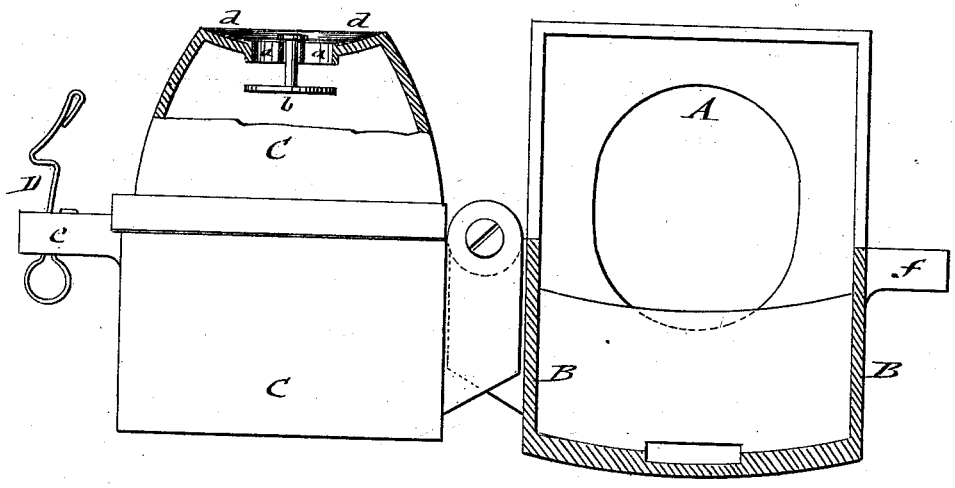


Fig: 2.



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UNITED STATES PATENT OFFICE.

RICHARD B. EASON, OF NEW YORK, N. Y.

IMPROVEMENT IN CAR-AXLE BOXES.

Specification forming part of Letters Patent No. **201,393**, dated March 19, 1878; application filed February 23, 1878.

To all whom it may concern:

Be it known that I, RICHARD B. EASON, of the city, county, and State of New York, have invented a new and Improved Car-Axle Box, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a vertical transverse section of my improved car-axle box, shown in closed and locked position; and Fig. 2 is a sectional front view of the same in open position, ready for filling.

Similar letters of reference indicate corresponding parts.

This invention relates to an improvement in the car-axle box for which Letters Patent have heretofore been granted to me, dated August 7, 1877, and numbered 193,858, the improvement being for the purpose of more conveniently filling the oil-chamber with oil without spilling any part of the same, and of admitting the swinging open of the oil-chamber without any leaking or loss of oil.

The invention consists of the swinging oil-chamber, having a bottom perforation and sliding valve, and a concave or dishing portion around the same.

It consists, further, of a spring-clasp of the swinging oil-chamber, that locks with a slotted lug of the front casing of the axle-box.

Referring to the drawing, A represents a car-axle box; B, the front casing of the same, and C an oil-chamber that is hinged at one side thereof, so as to be swung into open position sidewise of the front casing B, or into closed position in the same.

The lower end of the oil-chamber C is provided with an opening, *a*, and with a guided and sliding valve, *b*, that forms contact with the bottom of the axle-box when the oil-chamber is in position in the front casing, so as to be raised for supplying the oil to the lubricating packing or wicks, but which valve closes the opening when the oil-chamber is swung into open or closed position, so as to prevent any leaking or loss of oil. By experience, however, I have found that the sliding valve does not close sufficiently during the swinging of the oil-chamber into open or closed position, and that the oil leaked and passed along the semicircular side walls of the oil-chamber, so as to be lost. To obviate this defect I make the lower part of the oil-receptacle around the sliding valve *b* concave or dishing, as shown at *d*, which concave part takes up the oil when lifting and opening the oil-chamber, and returns it to the interior of the same without the least loss. Another advantage of the concave part around the opening of the oil-chamber is, that the same may be filled with oil in a convenient manner, day or night, without any spilling of oil, as the concave portion facilitates the flow of oil, and returns any part thereof to the oil-chamber.

For closing the oil-chamber, the valve is lifted by the fingers, and the oil-chamber swung back into the front casing, in the same manner as described in my former patent.

The oil-chamber is locked to the front casing by means of a spring clasp or hinge, D, which is attached to a slotted lug, *e*, of the oil-chamber, and passed through a similarly-slotted lug or staple, *f*, at the side of the front casing. A shoulder of the clasp binds or locks on the under side of lug *f* when the oil-chamber is thrown into closed position, working automatically with the closing of the oil-chamber.

For opening the oil-chamber, the finger is pressed on the lower end of the clasp until the shoulder clears the lug *f*, when the oil-chamber may be readily swung into open position for filling.

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

1. The combination, with a car-axle box having a front casing, B, of a hinged oil-chamber having bottom opening and sliding valve, and a concave or dished portion around the bottom opening, substantially as and for the purpose set forth.

2. In a car-axle box, the combination of the swinging oil-chamber, having slotted lug and spring catch or clasp, with the slotted lug of the front casing of the box, substantially as specified.

RICHD. B. EASON.

Witnesses:
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