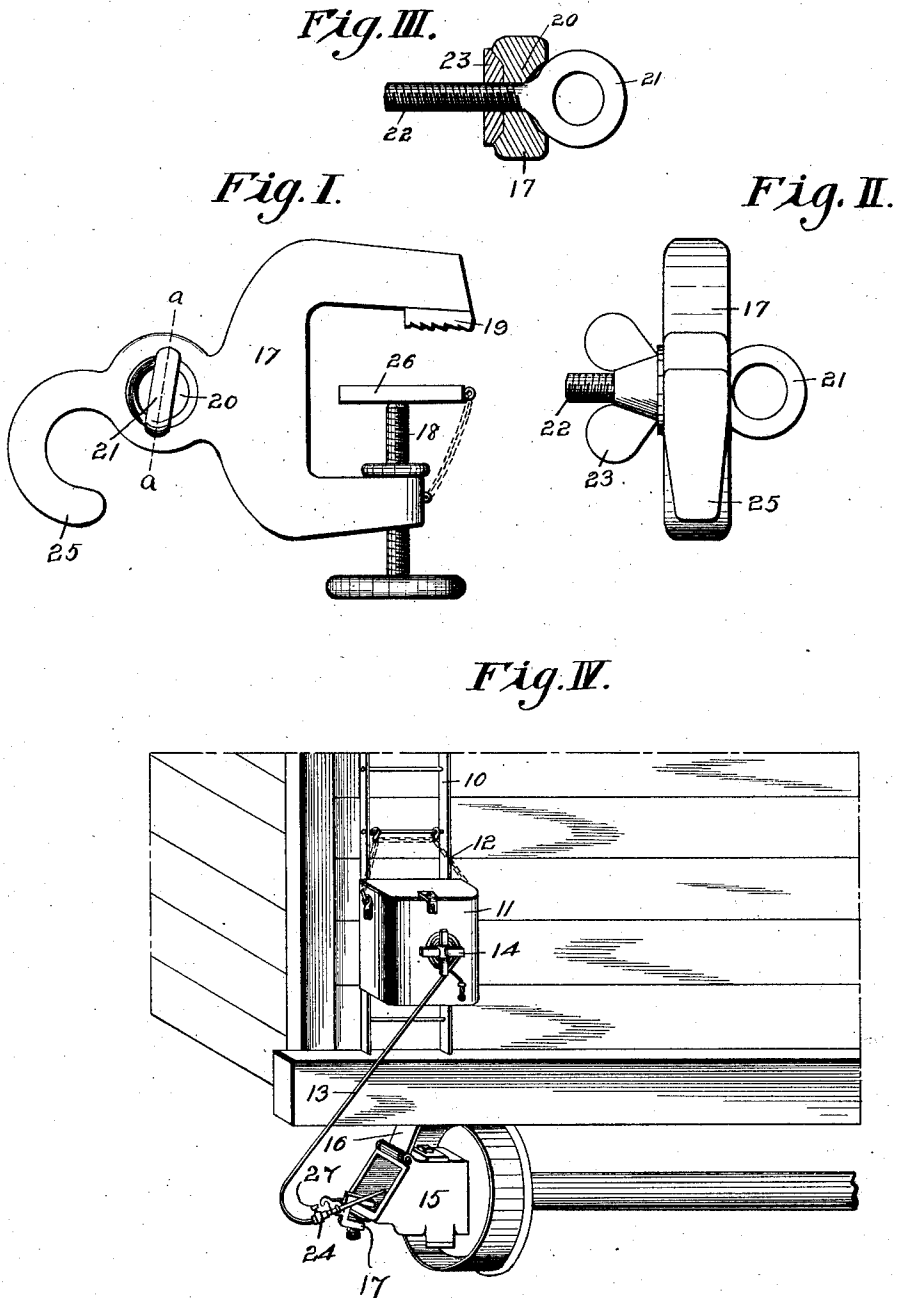


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COOLER FOR HOT BOXES FOR RAILWAY CARS.
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1,025,947.

Patented May 7, 1912.



Witnesses.

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UNITED STATES PATENT OFFICE.

ERNEST S. HAMMOND, OF VALLEY JUNCTION, IOWA.

COOLER FOR HOT BOXES FOR RAILWAY-CARS.

1,025,947.

Specification of Letters Patent.

Patented May 7, 1912.

Application filed December 26, 1908. Serial No. 469,437.

To all whom it may concern:

Be it known that I, ERNEST S. HAMMOND, a citizen of the United States, residing in Valley Junction, county of Polk, and State of Iowa, have invented a new and useful Improvement in Coolers for Hot Boxes for Railway-Cars, of which the following is a specification.

The object of my invention is to provide a means of conveying water to hot axles on railway cars, which can be operated while the car is in motion and may be so adjusted as to play the stream on any desired portion of the axle.

Another object is to provide such a device in a simple, strong, durable and practically inexpensive construction.

My invention consists of certain details of construction hereinafter set forth, pointed out in my claims and illustrated in the accompanying drawings in which—

Figure I shows a side elevation view of the clamping member I employ; Fig. II shows a front elevation view of the same; Fig. III shows a detail sectional view taken on the line *a—a*, in Fig. I; and Fig. IV shows, in perspective, a portion of a car with my device fitted thereon.

Referring to the accompanying drawings the reference numeral 10 is used to indicate the stationary ladder of a freight car, and the numeral 11 a tank or receptacle for containing water. The said tank is provided with a means, 12, preferably consisting of chains and hooks, for securing it to the ladder of the car.

The numeral 13 indicates a flexible hose connected to the lower part of the tank and designed to convey the water, contained in the tank, to the axle. The outer surface of the tank is provided with a reel 14, on which the hose is wound when not in use.

The numeral 15 indicates the journal box of a car axle and the numeral 16 the hinged lid thereof, the construction of this being that which is in universal and ordinary use, as shown in Fig. IV.

The numeral 17 indicates the body portion of the gripping and clamping device I employ, constructed in a hook or clamp conformation, as shown, with a set screw 18 designed as a companion for the extreme gripping end 19, of said body portion. The numeral 20 indicates a transverse orifice in the body portion 17, designed to receive an eye 21 provided with a screw threaded shaft

22 adapted to be engaged by a tap or nut 23. This eye is designed as a receptacle to hold the nozzle 24 of the hose 13 and, as said eye is adjustable, by reason of its construction, it is obvious the stream of water may be directed, as desired. The eye 21 may even be entirely withdrawn from the orifice 20 and inserted again from the reverse side of the clamp.

The numeral 25 indicates an outwardly projecting member of the clamp, designed as a rest, or support, for the lid 16 of the boxing, when the clamp is in position, for it must be taken into consideration that the lids of all boxings will not double back, like the one shown in the drawing.

The numeral 26 indicates a loose piece of steel chained, as shown, to the clamping member and designed as a protection, for the boxing, from the sharp end of the screw shaft of the set screw.

In practical operation if the boxing which becomes hot is on a freight car the tank of my device is suspended from the ladder of the car, in the manner shown and described. The lid of the boxing is then raised and the clamping member secured to the boxing and, as stated, this will also hold the lid in an open position. The nozzle of the hose is then passed through the eye 21 and its position adjusted and the eye then clamped in its bearings. It is obvious that by this means the direction of the stream of water may be regulated and adjusted, and I also have provided a cock 27, on said nozzle, to regulate the flow thereof.

My device may be operated on a passenger coach as well as on a freight car, the mode of suspension of the tank being all that is necessary to change. When operating on a passenger coach the tank is usually placed inside the coach the hose being projected out of the window.

Having thus described my invention what I claim and desire to secure by Letters Patent of the United States is:

1. In an apparatus for cooling hot boxes of railway cars, a tank, means for supporting the tank on a car, a hose leading from said tank and having a nozzle, means carried by the journal box for engaging and securing the nozzle in position to play upon the bearing, said means comprising a clamp engaging the bottom wall of the journal box, an eye adjustably carried by said clamp and engaging the nozzle of said hose, and

means carried by the eye and engaging the clamp for locking said eye in its adjusted position.

2. In combination with a journal box, a
5 means for cooling same comprising in combination a suitably supported tank, a hose leading from said tank to the journal box, a nozzle carried by said hose, a clamp secured to the journal box, an eye adjustably secured to said clamp, and engaging said
10 nozzle for supporting said hose, means for

securing said eye in its adjusted position, means integral with said clamp for supporting the cover of the journal box in its open position, and means carried by the 15 nozzle for regulating the flow of liquid from the tank.

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Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."