

(No Model.)

A. O. BUCKIUS.
CAR AXLE BOX LID.

No. 561,201.

Patented June 2, 1896.

Fig.1.

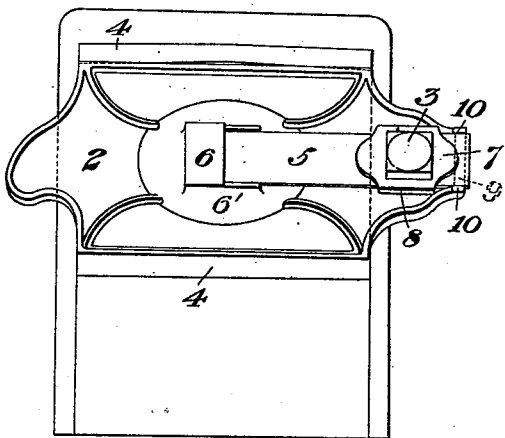


Fig.2.

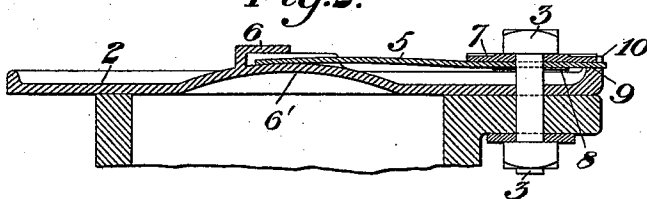
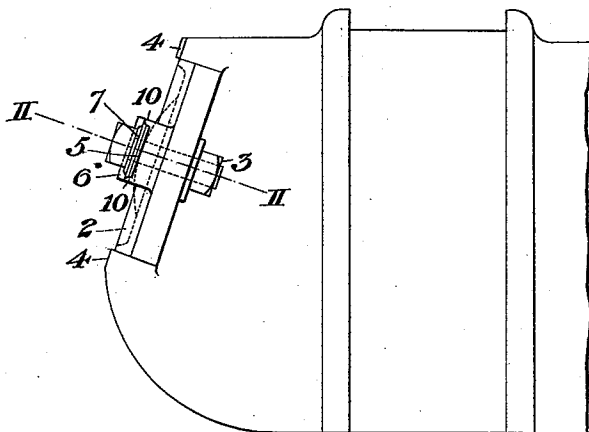


Fig.3.



WITNESSES

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UNITED STATES PATENT OFFICE.

ALBERT O. BUCKIUS, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO.

CAR-AXLE-BOX LID.

SPECIFICATION forming part of Letters Patent No. 561,201, dated June 2, 1896.

Application filed March 24, 1896. Serial No. 584,613. (No model.)

To all whom it may concern:

Be it known that I, ALBERT O. BUCKIUS, of Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Car-Axle-Box Lids; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 is a front elevation of my improved car-axle-box lid, and Fig. 2 is a longitudinal sectional view on the line 11 11 of Fig. 3. Fig. 3 is a side elevation.

In the drawings, 2 represents the lid of the car-axle box pivoted at one end on a bolt 3, and, when in closed position, fitting between ribs or flanges 4 at the lateral margins of the box. To keep the lid closed, there is a flat leaf-spring 5, which bears on a bridge 9 at the end of the lid and is pivoted also on the bolt 3 and extends thence outside the lid to an exterior socket or projections 6, cast on an outward bulge or projection 6' on the lid, in which socket or projections the spring fits. It is not necessary that the socket or projections should fit over the top or end of the spring, but merely that it should confine the spring laterally to prevent it from slipping off the bulge. Instead of causing the head of the bolt 3 to bear directly against the spring I prefer to interpose between them a washer or plate 7, which is perforated to permit passage of the bolt, and has lateral flanges 8, fitting the outer edges of the spring.

To open the lid, it is lifted somewhat, so as to raise it above the level of the ribs or flanges 4, and it is then turned laterally on the axis of the pivot-bolt 3, so as to expose the interior of the box. When it is again moved back into position between said flanges, the spring forces it to its seat and holds it in closed position.

By having the spring entirely on the outside of the box-lid and confining its end portion by the socket or projections, so that it may be capable of some loose motion lengthwise, the device will operate very efficiently, and the construction is practically dust-proof. The use of the washer or plate 7 is of advantage in preventing wear upon the spring and increasing its durability, and the bearing of the spring solely on the lid is of material benefit.

I claim—

1. A car-axle-box lid, pivoted at its end so as to swing laterally and having a bulge at its middle, on which are projections for loosely confining the end of the spring, a bridge at the end nearest the pivot-hole, and a straight leaf-spring on the outside of the lid, pivoted on the lid's pivot, having one flat end bearing on the bridge and the other flat end confined loosely by the projections on the bulge; substantially as described.

2. A car-axle-box lid, pivoted at its end so as to swing laterally and having a bulge at its middle, on which are projections for loosely confining the end of the spring, a bridge at the end nearest the pivot-hole, a straight leaf-spring on the outside of the lid, pivoted on the lid's pivot, having one flat end bearing on the bridge and the other flat end confined loosely by the projections on the bulge, and a flanged plate or washer interposed between the spring and the head of the pivot-bolt and having its flanges engaging the sides of the spring; substantially as described.

Witness my hand this 21st day of March 1896.

ALBERT O. BUCKIUS

Witnesses:

T. W. BAKEWELL,
T. H. ROBINSON.