J. C. Geisendorff.

Car Axle Box.

No. 20,871. Patented Jul. 13, 1858.

Fig. 3.

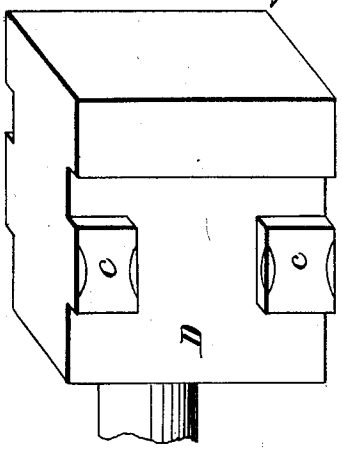


Fig. 6.

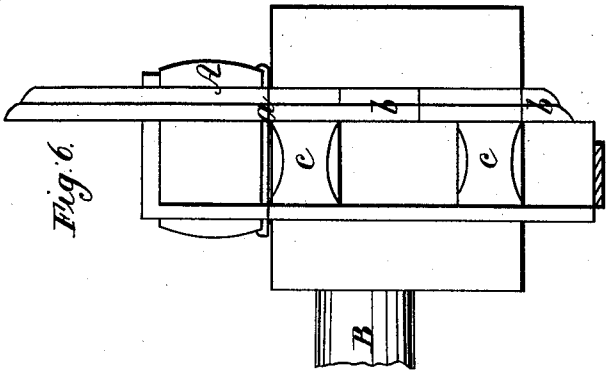


Fig. 2.

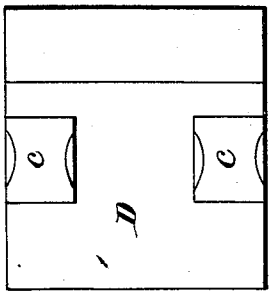


Fig. 5.

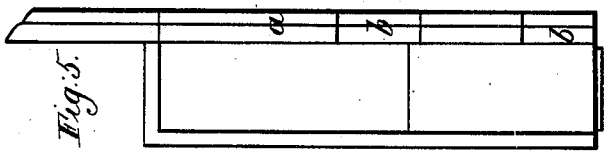


Fig. 1.

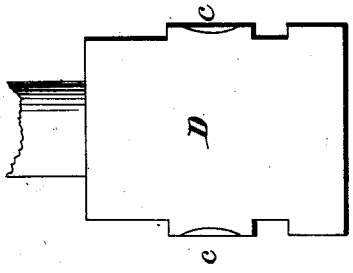
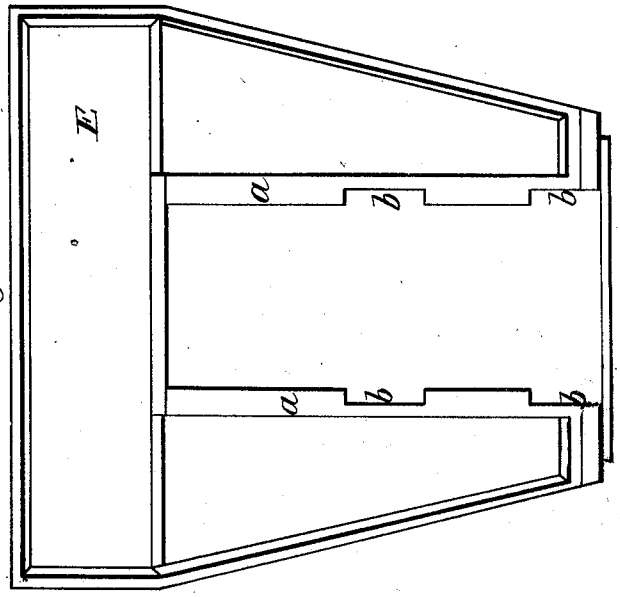


Fig. 4.



UNITED STATES PATENT OFFICE.

JACOB C. GEISENDORFF, OF CINCINNATI, OHIO.

RAILROAD-CAR BOX-CASE AND PEDESTAL.

Specification of Letters Patent No. 20,871, dated July 13, 1858.

To all whom it may concern:

Be it known that I, JACOB C. GEISENDORFF, of Cincinnati, in the county of Hamilton and State of Ohio, have invented a certain new and useful Improvement in Railroad-Car Box-Cases and Pedestals for Facilitating the Detaching the Case from the Pedestal; 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, forming a part of this specification.

This improvement is intended not only to facilitate the removal of the box case from the jaws of the pedestal, but also to conjoin with that facility all the stability of movement of the boxes themselves while in the pedestal.

It has been found that in practically testing some of the proposed improvements, that in accomplishing facility of removal of the box case, the latter requisite has been overlooked. This defect of stability or want of preservation of the vertical movement of the box case will arise in all cases where a vibration or a swinging movement is allowed, which will produce a serious evil in the wear of the bearings by the twisting thereof, on the axle; by this defect, the seat is worn on one side irregularly, and is soon destroyed, rendering a change of boxes a frequent occurrence wherever the swung box case has been employed.

In my improved construction of the box case and pedestal, I accomplish the foregoing object and results, and find on a practical test that my box case is retained in the jaws of the pedestal with all the advantages of the continuous groove, now in common use.

The nature of my improvement consists in providing my box case with projecting lugs, so that they may be entered through notches (corresponding in size with said lugs) formed in the jaws of the pedestal; and allow of the bearing being placed on the axle, and then admit of the descent of the jaws by the lowering of the truck frame, the aforesaid lugs by passing behind the projecting edges formed on the parallel faces of the jaws of the pedestal will securely retain the box case between the jaws (yet allow of the slight vertical movement consequent to use of springs), when the weight of the truck frame &c. is thrown on the axle.

When the box case is relieved of said weight by the raising of the jaws of the truck by jack screw or otherwise, the lugs of the box case will present themselves at the openings or notches in the jaws and readily admit of the removal of the box case without the necessity of removing stay rods or drawing of a bolt.

The following description and reference to the drawings will enable others to understand my improvement.

Figure 4 is a front view of a jaw-pedestal formed in the usual manner with the exception of removing portions of the projections (*a*, *a*) on the faces of the jaws, thus forming a notch or notches (*b b*) on each face.

A is the ordinary gum spring with its cup (see Fig. 6) which is a side view of the box case as connected with the pedestal and in its place in the jaws with the weight of the truck on the axle.

Fig. 5 is a side view of the pedestal.

Fig. 1 is a top view, Fig. 2 a side view and Fig. 3 a perspective view of the box case detached from the pedestal. It is formed in the usual manner, with the exception that I have provided it with lugs or projections (*c*, *c*,) on each side thereof of corresponding size to the notches (*b*) in the jaws of the pedestal; B is a portion of the axle.

By reference to Fig. 6, the maintenance of the vertical position of the box case is shown, the lugs (*c c*) being above and below the notch (*b*) of the jaw. It consequently gives the box full bearing in its whole length on the projection of the pedestal, and in this way prevents all liability of accidental displacement by an undue strain on a single lug of each side.

Having described my improvement what I claim as my invention and desire to secure by Letters Patent is—

The employment of the lugs *c c* formed on box case D; when used in connection with the notches *b b* (two or more) formed in the pedestal E substantially as described, for the purpose of readily detaching or removing the box from the axle, yet retaining the box case in a proper position in the jaws of the pedestal in the manner set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

J. C. GEISENDORFF.

Witnesses:

JOHN F. CLARKE,

JOHN S. HOLLINGSHEAD.