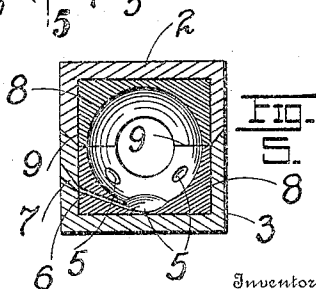
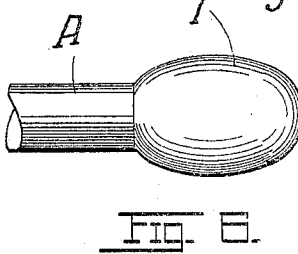
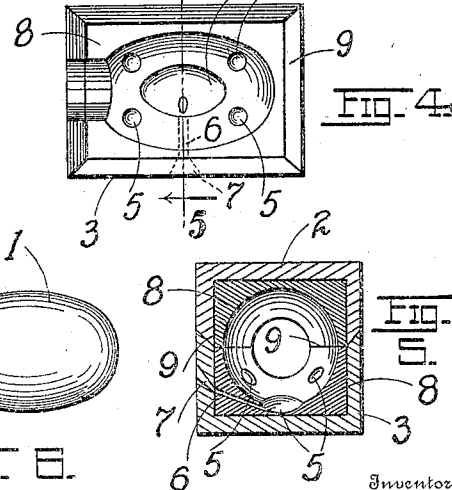
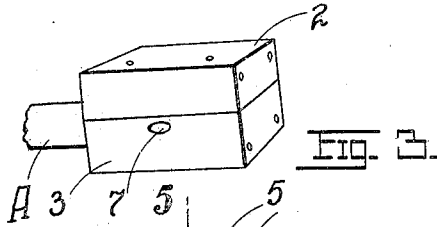
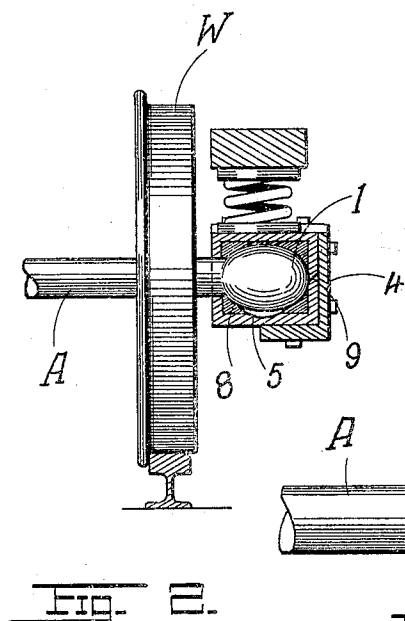
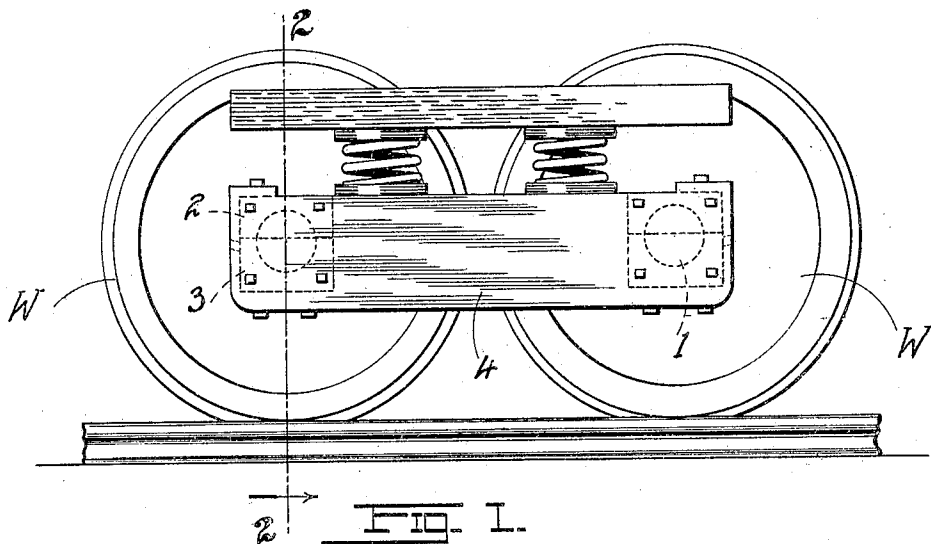


No. 818,163.

PATENTED APR. 17, 1906.

S. HANEY.  
JOURNAL BOX.

APPLICATION FILED OCT. 27, 1905.



Witnesses  
*Thos. J. Hawes*  
*James C. Lucas*

Inventor  
*Samuel Haney*  
 By  
*Amos H. Carter*  
 Attorney

# UNITED STATES PATENT OFFICE.

SAMUEL HANEY, OF NORTH MANCHESTER, INDIANA.

## JOURNAL-BOX.

No. 818,163.

Specification of Letters Patent.

Patented April 17, 1906.

Application filed October 27, 1905. Serial No. 234,701.

*To all whom it may concern:*

Be it known that I, SAMUEL HANEY, a citizen of the United States, residing at North Manchester, in the county of Wabash and State of Indiana, have invented certain new and useful Improvements in Journal-Boxes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in journal-boxes; and it consists in the novel construction and arrangement of parts more fully set forth in the specification and pointed out in the claims.

In the drawings, Figure 1 is an end elevation of a car-truck, showing my invention applied thereto. Fig. 2 is a vertical transverse section through the journal-box on the line 2 2 of Fig. 1. Fig. 3 is a perspective view of the box. Fig. 4 is a top plan of the lower section. Fig. 5 is a transverse section of the assembled box, taken on line 5 5 of Fig. 4; and Fig. 6 is a plan of the terminal head of the axle.

The object of my invention is to provide a journal-box specially applicable to car-axles which will insure the prevention of a "hot box," prevent jumping on the tracks, reduce the friction on curves, eliminating jars and side motion, and to provide a box having other advantages better apparent from a detailed description of the invention, which is as follows:

Referring to the drawings, W represents a car-wheel, A the axle, and 1 the ellipsoidal head of the axle, which is confined in the box, the wheels being mounted on the axle in any way known to the art, but preferably by making the axle in sections and slipping the wheel over the inner end of each section. This head is inclosed in a box comprising two sections, an upper section 2 and a lower sec-

tion 3, preferably united by an angle-plate 4. The respective sections are hollowed out to receive the head, which fits snugly in the chamber thus formed, the basin of the lower section being provided with a series of oil cells or pockets 5, to the bottom one of which leads the inclined oil-duct 6, which in turn communicates with the oil-hole 7, formed in the lower section. The box is provided with the usual brass lining 8. To prevent the oil from escaping under the centrifugal action of the head 1, I form an upwardly-inclined seam 9 between the meeting edges of the sections, as best seen in section in Fig. 5. While specifically referred to a car-axle, it is apparent that it may be used on shafting for mills, &c.

Having described my invention, what I claim is—

1. In combination with an axle having a terminal ellipsoidal head, a box composed of two chambered sections inclosing said head, means for coupling the sections together, there being a series of oil-cells formed in the lower section, and means for conveying oil to the cells, substantially as set forth.

2. In combination with an axle having a terminal ellipsoidal head, a box composed of two chambered sections inclosing said head, and separated by inclined seams, a plate for holding the sections together, there being a series of oil-cells formed in the lower section, and an inclined oil-duct leading through the walls of the lower section to the bottom cell of the series, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL HANEY.

Witnesses:

LEVI J. NOTTYGU,  
A. G. EBBINGHER.