

H. A. WENDELL.
Car-Axle Boxes.

No. 149,273.

Patented March 31, 1874.

Fig 1

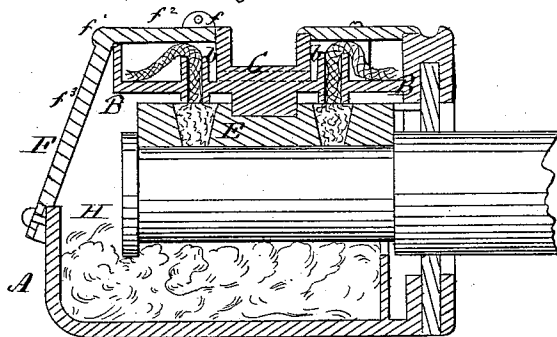


Fig 2

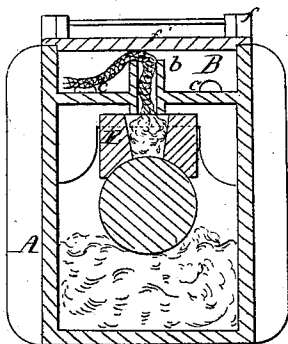
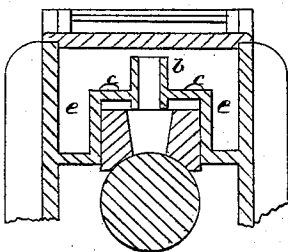


Fig 3



Witnesses
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UNITED STATES PATENT OFFICE.

HENRY A. WENDELL, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CAR AXLE-BOXES.

Specification forming part of Letters Patent No. 149,273, dated March 31, 1874; application filed March 27, 1873.

To all whom it may concern:

Be it known that I, HENRY A. WENDELL, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Railroad Axle-Boxes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification.

In the drawings, Figure 1 is a vertical longitudinal section of my invention. Fig. 2 is a vertical transverse section of the same; and Fig. 3 is a vertical transverse section illustrating modification.

My invention has reference to the axle-boxes of steam and horse railway-cars; and it consists in providing said boxes with an oil-chamber located in the top of the box, said chamber being cast with and forming a part of the box, and being formed with wick-tubes rising from its floor and registering with suitable openings in the wedge and bearing, or in the latter alone, for conveying oil to the journal. It further consists in the peculiar construction of the box-lid, which is bent in such form that when opened it gives access both to the oil-chamber above the axle and the chamber beneath the same, as hereinafter described.

Referring to the drawing, A shows an axle-box, the upper part of which is formed of an oil-chamber, B, divided into two compartments by the partition C and having communication by means of openings *e e*, said partition being provided for the purpose of giving the necessary strength to support the weight of the car. *b b* are wick-tubes rising from the floor of the chamber B and registering with openings in the bearing E, said openings being designed to be filled with wick, felt, or

other suitable porous material. Instead of making the chamber with a plain flat floor, as described, it may have wings, as shown at *e e* in Fig. 3, which would thus increase its holding capacity. F shows the lid, hinged on top of the box at *f* and bent as seen at *f*¹, having thus an upper horizontal portion, *f*², and a lower inclined portion, *f*³.

The advantage of this construction over a hollow bearing or wedge is that it will contain a much larger body of oil than either of them. It is also more economical than a hollow bearing, which, being formed of brass, costs a considerable sum. With this box the ordinary solid brass bearing may be used, suitable holes being drilled for the passage of the oil. The construction of the lid permits easy access to both the oil-chamber above the bearing and the usual chamber H beneath the axle.

I claim—

1. The lid F bent at *f*¹ to form an upper horizontal portion, *f*², and a lower inclined portion, *f*³, in combination with an axle-box having an oil-chamber at the top and an opening in front, both of which said lid closes, all substantially as shown and described.

2. The axle-box A cast with the oil-chamber B, having wick-tubes, said chamber being divided into two compartments by means of the partition C, having the channels *e*, all substantially as and for the purpose described.

3. The axle-box cast with an oil-chamber in the top and having wick-tubes *b* and side depressions *e*, substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand this 17th day of March, 1873.

HENRY A. WENDELL.

Witnesses:

M. DANL. CONNOLLY,
ALEXANDER HILLARY.