(No Model.)

C. E. HARRISON.

OIL RESERVOIR FOR CAR JOURNALS.

No. 595,999. Patented Dec. 21, 1897.

Fig. 3.

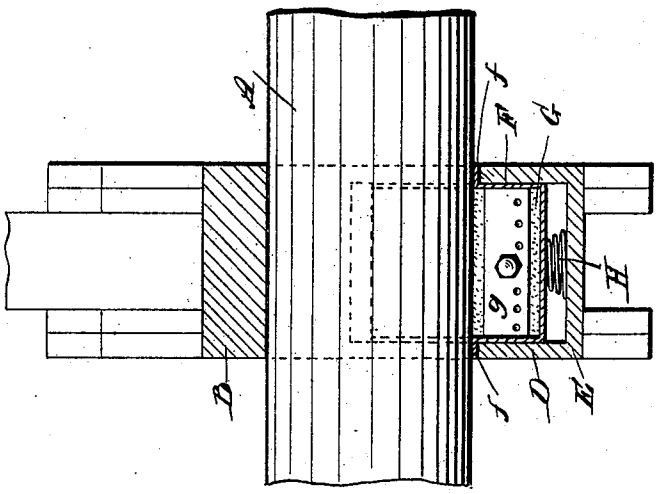


Fig. 2.

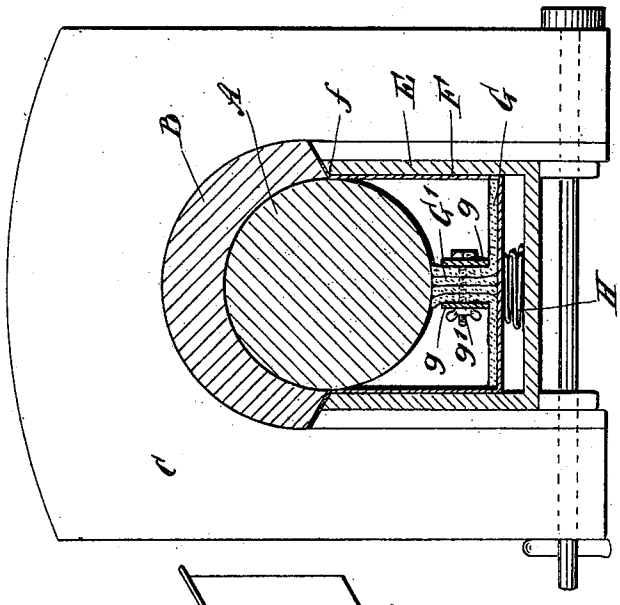
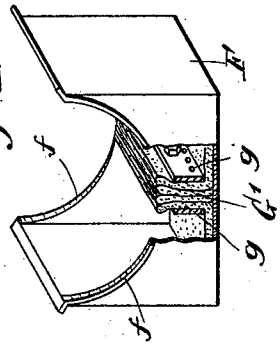


Fig. 1.



WITNESSES:
Otto Spieth.
Henry L. Reynolds.

INVENTOR
C. E. Harrison.
BY
ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

CHARLES E. HARRISON, OF NEBRASKA CITY, NEBRASKA.

OIL-RESERVOIR FOR CAR-JOURNALS.

SPECIFICATION forming part of Letters Patent No. 595,999, dated December 21, 1897.

Application filed May 10, 1897. Serial No. 635,881. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. HARRISON, of Nebraska City, in the county of Otoe and State of Nebraska, have invented a new and Improved Oil-Reservoir for Car-Journals, of which the following is a full, clear, and exact description.

My invention relates to an improvement in the construction of oil-reservoirs which are placed beneath the journals on car and locomotive axles, and has for its object to maintain a tight dust-proof joint between the edge of the reservoir and the journal, by which the exclusion of dust is secured, and also to make the reservoir adjustable, so that it will fit in the usual reservoir, whatever the depth of the same.

The invention consists in the construction and combination of the several parts, as will be hereinafter fully described, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of my improved oil-reservoir, showing a portion of one side broken away. Fig. 2 is a sectional elevation through the same and the car-axle, and Fig. 3 is a sectional elevation taken at right angles to that of Fig. 2.

In the drawings, A represents the car or locomotive axle, B the brass or bearing-surface for the same, and C a portion of the frame-work supporting the car or locomotive.

It will be understood that my invention is adapted for use in connection with cars, locomotives, or all forms of rolling-stock used on railways where an oil-reservoir is placed beneath the journal. It will, however, be described as applied to a car.

The box or casing E is the usual journal-casing, and consists of a metallic box rectangular in plan and having a circular notch in two opposite sides, adapted to embrace the journal. My oil holder or reservoir consists of a box formed of the same general shape. The walls of this box F are formed of thin sheet metal and fit within the casing E, or may be inserted in place of the same, if desired. The box is preferably provided with horizontal flanges *f*, embracing the journal. The ends of the box extending parallel with the direction of the journal are also flanged outwardly, as shown in Fig. 1.

Within the box F is placed a layer G of felt or similar material having the power of drawing oil upward by capillary attraction and acting as a wick to feed oil to the journal. This wick is held between two bars *g*, one of which is attached to the sides of the box and the other of which is held thereto by means of a bolt *g'*. Beneath the box F is a spiral spring H, which holds the box up against the journal. This insures a close contact of the box with the journal under all conditions, and consequently prevents dust from entering through the joint between the box and journal.

The oil within the box F is fed by the vertical portion G' of the wick G to the under surface of the journal, and as the journal revolves the oil is carried upward, lubricating the surface of the journal between the same and the brass B. This insures a constant supply of oil free from grit. The flanges *f*, projecting beyond the edge of the brass B, catch any oil which may be rubbed off thereby and return it to the reservoir. In consequence of the freedom from dust the oil within the box will last much longer than would otherwise be possible, and it will not be necessary to fill the reservoir with oil as often as it would when using the present oil-reservoirs. This will save a great deal of time in refilling the reservoir at the end of the run and secure cooler running journals while in use. The upper end being shaped to closely conform to the journal and the bottom of the brasses and held thereto by the spring, it is impossible for any dust to get within it. The edges being flanged furnish larger bearing-surfaces, which makes a tighter joint and prevents grooving of the journal.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. An oil-reservoir for car and locomotive axles, comprising an oil-holder fitting within the casing and having its upper edges flanged outward and fitting the bottom of the journal and its bearing-brass, a feeding-wick therein engaging the journal, and a spring beneath the cup and holding the same in close

contact with the journal at all times, substantially as described.

2. An oil-reservoir for car and locomotive axles, comprising an oil-holder having its upper edges shaped to fit the bottom of the journal and the journal-brass, the said upper edges being flanged outwardly, an oil-feeding device within the same, and means for holding the oil-holder in contact with the journal and brass, substantially as described.

CHARLES E. HARRISON.

Witnesses:
JOHN J. CORDWELL,
HENRY SCHWAKE.