

J. HOGAN.
Car Axle-Boxes.

No. 142,104.

Patented August 26, 1873.

Fig. 1.

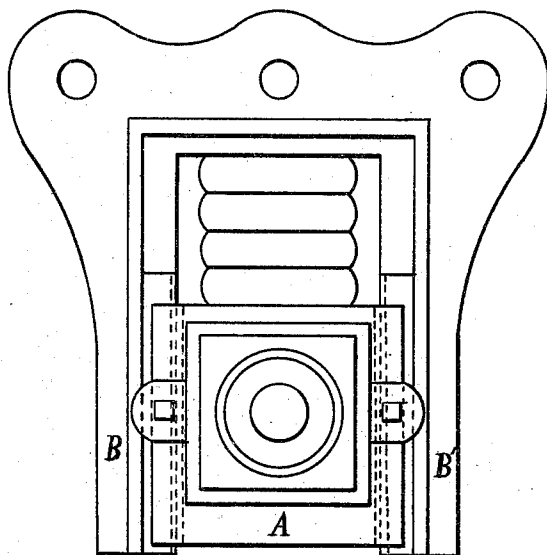


Fig. 2.

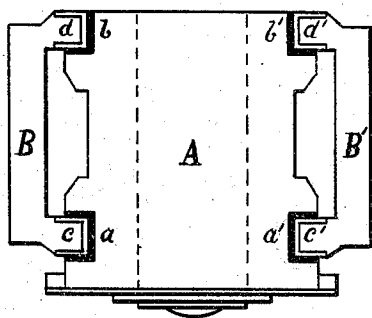
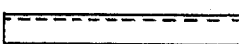


Fig. 3. 

Fig. 4. 

Fig. 5. 

Fig. 6. 

WITNESSES

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IMPROVEMENT IN CAR-AXLE BOXES.

Specification forming part of Letters Patent No. **142,104**, dated August 26, 1873; application filed January 20, 1873.

To all whom it may concern:

Be it known that I, JOHN HOGAN, of South Boston, in the city of Boston, county of Suffolk and State of Massachusetts, have invented certain Improvements in Car-Axle Boxes and Jaws, of which the following is a specification:

The first part of my invention relates to the construction of the car-axle box. The second part of my invention relates to the construction of the jaws for a car-axle box.

The object of my invention is to construct car-axle boxes and their jaws so as easily, by renewal of the parts, to compensate for the wear of the boxes and jaws.

In the drawings, Figure 1 is an end view of a box, with its jaws, of a car-axle. Fig. 2 is a plan of the box with its jaws. Figs. 3 and 4 are two views of the strip or piece *a*. Figs. 5 and 6 are two views of the strip or piece *b*.

The boxes, and the jaws which contain them, in street and other railway cars, become worn at their guides by the sliding the one upon the other; and heretofore it has been the custom, when the boxes and jaws become so worn, to throw them aside and substitute new boxes and jaws. It is the object of my invention to save the boxes and jaws—one or both—and I do it in one or both of the two following ways: In the first way I rigidly fasten to the box *A* the separate pieces or facings *a a'* *b b'*, each suitably fitted, as shown, to the individual guides of the box and to the jaws. When the jaws and box become worn by use, I remove these separate pieces and substitute other pieces like the first, thicker, if necessary, so as to take up the space caused by the wear. In the second way, I rigidly fasten to the jaws *B B'*, the separate pieces or facings *c c'* *d d'* being, as shown, suitably fitted to the individual guides of the box and jaws; and, as in the first method, these may be removed and others like them, thicker, if necessary, substituted.

Sometimes great advantage will be gained by using the first and second method in conjunction, since pieces of the same thickness as were the worn ones before being used may be substituted.

Material more durable than that of the body of the box and jaws may be used for the pieces. These pieces or facings may be fastened by various methods to the guides of the boxes and jaws by rivets, screws, or bolts, or may be cast thereon. The pieces may also be retained in part in position by being bent over the top and bottom of box.

The advantages of my invention are great. Both the box and jaws may be saved, only the pieces described being required as new. Furthermore, the jaws are not only saved, but they need not be removed from the car. Thus there is not only a great saving of material and a saving of labor required in finishing the box, but much labor is saved in not being obliged to remove the jaws from the car. This latter saving is very large in repairing cars with the style of box and jaw now used, since the removing and readjusting of the jaws are accompanied with much expense of time. Moreover, the bolts which hold the jaws in place, having become rusted, are frequently destroyed in removing the jaws.

I claim as my invention—

1. The pieces or facings *a a'* *b b'*, each fastened separately and rigidly to the guides of the car-axle box *A*, all combined substantially as and for the purpose hereinbefore set forth.

2. The pieces or facings *c c'* *d d'*, each fastened separately and rigidly to the guides of the jaws *B B'* of a car-axle box, all combined substantially as and for the purpose hereinbefore set forth.

JOHN HOGAN.

Witnesses:

JOSEPH P. HOGAN,
EDWARD DUMMER.