

(No Model.)

J. PARKER.

CAP FOR LUBRICATING BOXES OF CAR JOURNALS.

No. 460,923.

Patented Oct. 6, 1891.

Fig. 1

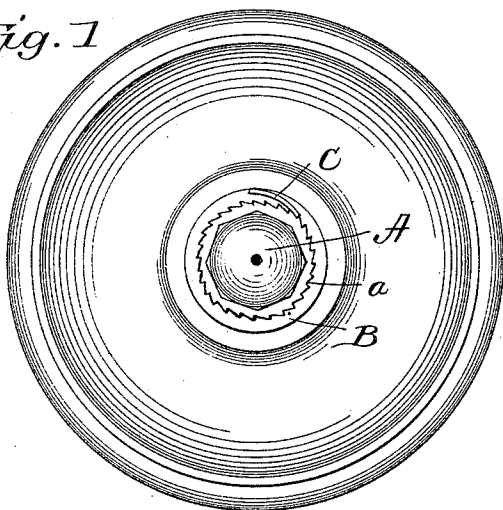


Fig. 2.

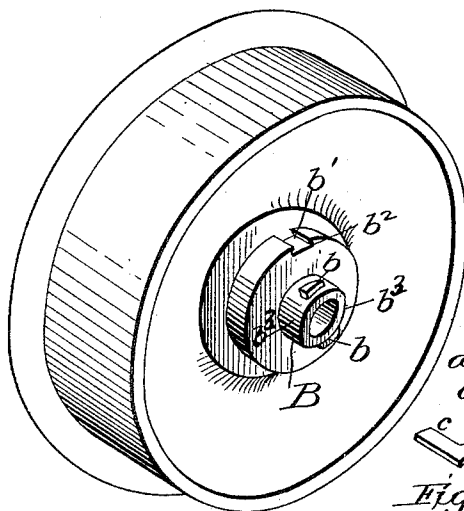
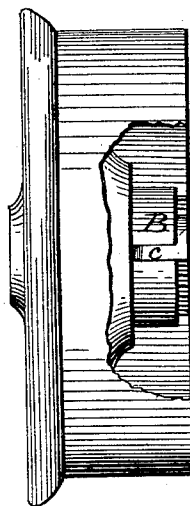


Fig. 3.

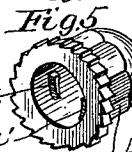
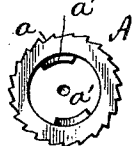


Fig. 6.

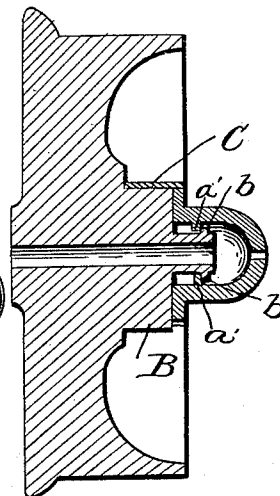


Fig. 4.

WITNESSES
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UNITED STATES PATENT OFFICE.

JAMES PARKER, OF PHILIPSBURG, PENNSYLVANIA, ASSIGNOR OF FIVE-EIGHTHS TO WM. S. RHOADS, F. K. WHITE, AND H. L. CARLISLE, ALL OF SAME PLACE.

CAP FOR LUBRICATING-BOXES OF CAR-JOURNALS.

SPECIFICATION forming part of Letters Patent No. 460,923, dated October 6, 1891.

Application filed May 4, 1891. Serial No. 391,540. (No model.)

To all whom it may concern:

Be it known that I, JAMES PARKER, a citizen of the United States, residing at Philipsburg, in the county of Centre and State of Pennsylvania, have invented certain new and useful Improvements in Caps of Lubricating-Boxes for the Journals of Railway-Car Wheels; 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 appertains to make and use the same.

My invention relates to a device for rigidly securing the cap of the lubricating-box of the journals of railway-car wheels, &c.; and the object of my invention is to provide a novel device for securing and rigidly holding said caps so that the same cannot be loosened or caused to fall off owing to the jar occasioned by the cars in running. I attain said object by a certain construction, combination, and arrangement of parts fully described in this specification, and illustrated in the accompanying drawings, in which—

Figure 1 is a side view in elevation. Fig. 2 is a top plan view, with parts broken away, of the cap in its normal position upon the top of the journal-box. Fig. 3 is a perspective view with the cap detached. Fig. 4 is a vertical sectional view of the car-wheel. Fig. 5 is a detail view of one of the parts of my invention, to be referred to hereinafter. Fig. 6 is a perspective view of the ratchet.

Referring to the drawings, the letter A designates the cap of the lubricating-box, the novel features of which consist in the notches *a* upon the lower rim and the triangular or wedge-shaped threads *a' a'* upon the inner and opposite sides thereof. This cap is further provided with a suitable lubricating-cavity.

B represents the hub upon which this cap is located, and it likewise is constructed with the corresponding triangular or wedge-shaped threads *b b* upon the outer and opposite sides of the same. It is also provided upon the outer edge of same with a slot *b'*, having the

inner beveled edges *b²*, in which is located the portion *c* of the elastic spring-ratchet C, Figs. 3, 5, and 6.

It will readily be observed that when the cap A is placed upon the hub B with the portions *a' a'* upon the parts *b³ b³* and turned around to the position designated by the line 2 2 of Fig. 6 that the wedge-shaped threads upon said hub B and the cap A, respectively, will interlock or adjust themselves to each other and that it will be impossible to remove the cap A without turning the same back to its initial point *b³*. This is prevented by means of the elastic curved ratchet or pawl C, which engages the notches *a* of the cap A and rigidly holds the same in its normal position, making it impossible to remove or turn backward said cap without first forcing backward the end *c'* of said ratchet. This constitutes the novel, practical, and valuable feature of my invention, and prevents or obviates many a serious difficulty heretofore occasioned and experienced in the running of railway-cars by means of the lubricating-cap falling off, owing to the jar of the car, thereby permitting the oil in the lubricating-box to waste, which in turn produces consequent disaster, the result of friction occasioned by a non-supply of lubricant.

What I claim, and desire to secure by Letters Patent, is—

In a lubricating-box, the cap having upon its inner side the wedge-shaped threads and provided upon its lower outer rim with notches, in combination with the journal-hub provided with the wedge-shaped threads *b*, adapted to interlock with the corresponding threads of said cap, and the ratchet which rigidly secures and holds the cap in its normal position, substantially as described, and for the purpose set forth.

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

JAS. PARKER.

Witnesses:

SAML. M. GRAHAM,
WM. A. DUNWIDDIE.