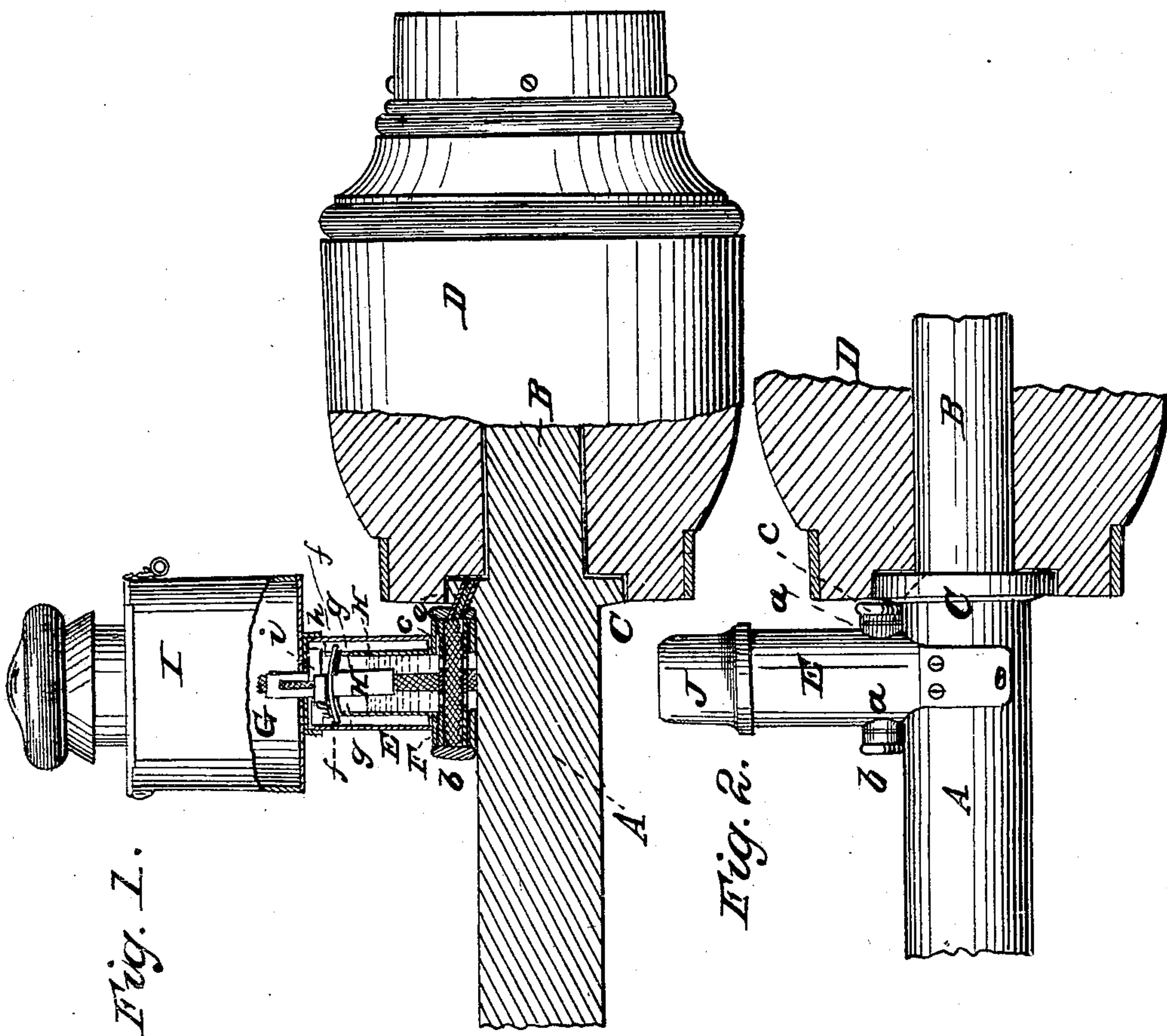


J. SCHEEPER.

Lantern.

No. 33,853.

Patented Dec 3, 1861.



Witnesses:
James H. Middleby
James Laird.

Inventor:
John Scheeper.

UNITED STATES PATENT OFFICE.

JOHN SCHEEPER, OF NEW YORK, N. Y.

IMPROVEMENT IN A COMBINED CARRIAGE-LANTERN AND AXLE-LUBRICATOR.

Specification forming part of Letters Patent No. 33,853, dated December 3, 1861.

To all whom it may concern:

Be it known that I, JOHN SCHEEPER, of No. 16 Minetta Lane, in the city, county, and State of New York, have invented a Combined Carriage-Lantern and Axle-Lubricator; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents the lamp and lubricator attached to a fragment of an axle, shown in section. Fig. 2 represents the lubricator by a side elevation attached to a fragment of an axle.

Similar letters of reference indicate corresponding parts in the two figures.

The object of this invention is to provide carriage-axles with a reservoir of oil which shall automatically supply oil to lubricate the axle-bearings, and also feed a carriage-lantern from the same reservoir.

To enable others to fully understand and construct my invention, I will proceed to describe it.

A represents a wrought-iron carriage-axle; B, a journal; C, a collar, and D the hub of a wheel, which is fitted upon the journal and recessed at its butt-end to receive the collar on the axle flush with its end.

The reservoir E is of cylindrical form and is attached on the upper side of the axle between the hubs of the wheels and adjacent thereto by a band passing around and shrunk upon the axle, or it may be fastened by straps partly surrounding the axle and secured by screws, as shown in Fig. 2, or in any other suitable manner. The reservoir in line with the axle and near the bottom is provided on opposite sides with bosses *a a*, which have a hole in them, through which a perforated tube F passes, and is secured therein by a thumb-nut fitted upon each end. The thumb-nut *b* on the inner end is for the purpose of allowing the tube to be filled with wicking, wool, cotton, or any suitable substance to prevent the too free flow of oil to the axle-journal, and when filled to effectually close that end of the tube, and thus prevent any oil running to waste. The thumb-nut *c* on the opposite end of this perforated tube has an opening made through it, in which is fitted the end of a

smaller tube *e*, passing at an angle downward through the collar of the axle to convey oil from the reservoir to lubricate the axle-bearing.

H is the wick-tube of the lamp, which is supported in the reservoir by means of the arms *f f*, projecting from its sides, resting upon lugs *g g*, which may be soldered or otherwise affixed to the inner sides of the reservoir. This tube projects above the reservoir into the lantern. The upper end of the reservoir has a screw-thread cut on its periphery, onto which the screw-threaded flange *h* of the lantern G is fitted, and the lantern thereby secured in position without other fastening. The lantern is furnished in front with a pane of glass I and has a perforated bottom to admit fresh air to feed the flame and a perforated top to allow the heat and smoke to escape thereat. The lantern may be of any improved pattern and size and arranged so as to open on top or at the side to admit of ready access to the wick to light and extinguish the flame. The wick is prevented from descending in the tube by the jarring motion of the axles by means of a plate-spring *i*, which is soldered to one of the arms thereof, and after passing once around the tube is bent so as to have the point enter the slot in the tube and press a portion of the wick against the opposite side of the tube.

When it is not desired to use the lanterns or have them exposed, they can be taken off and the reservoir closed by a screw-cap J. (Shown in Fig. 2.) The reservoirs on the hind axle of the vehicle may be always kept closed by these caps, as it is not necessary to have lights only on the front axle.

The advantages of the above-described improvement are as follows: The reservoir being stationary and in an upright position, it is always accessible and can be easily replenished with oil. The lanterns, being attached to the reservoirs and inside of the wheels, are not so liable to injury from collisions and do not disfigure the carriage, as they do when attached to the sides of the seat or body of the vehicle.

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

1. Feeding a carriage-lantern and axle-bearing with oil from the same reservoir, substantially as described, for the purpose set forth.

2. The reservoir E, screw-cap J, horizontal perforated tube F, screw-nuts *b c*, tube *e*, collar C, and axle-bearing B, when combined,

arranged, and operating in the manner described.

JOHN SCHEEPER.

Witnesses:

JAMES H. GRIDLEY,
JAMES LAIRD.