

W. OWEN

Car Wheel.

No. 91,863.

Patented June 29, 1869.

Fig. 1.

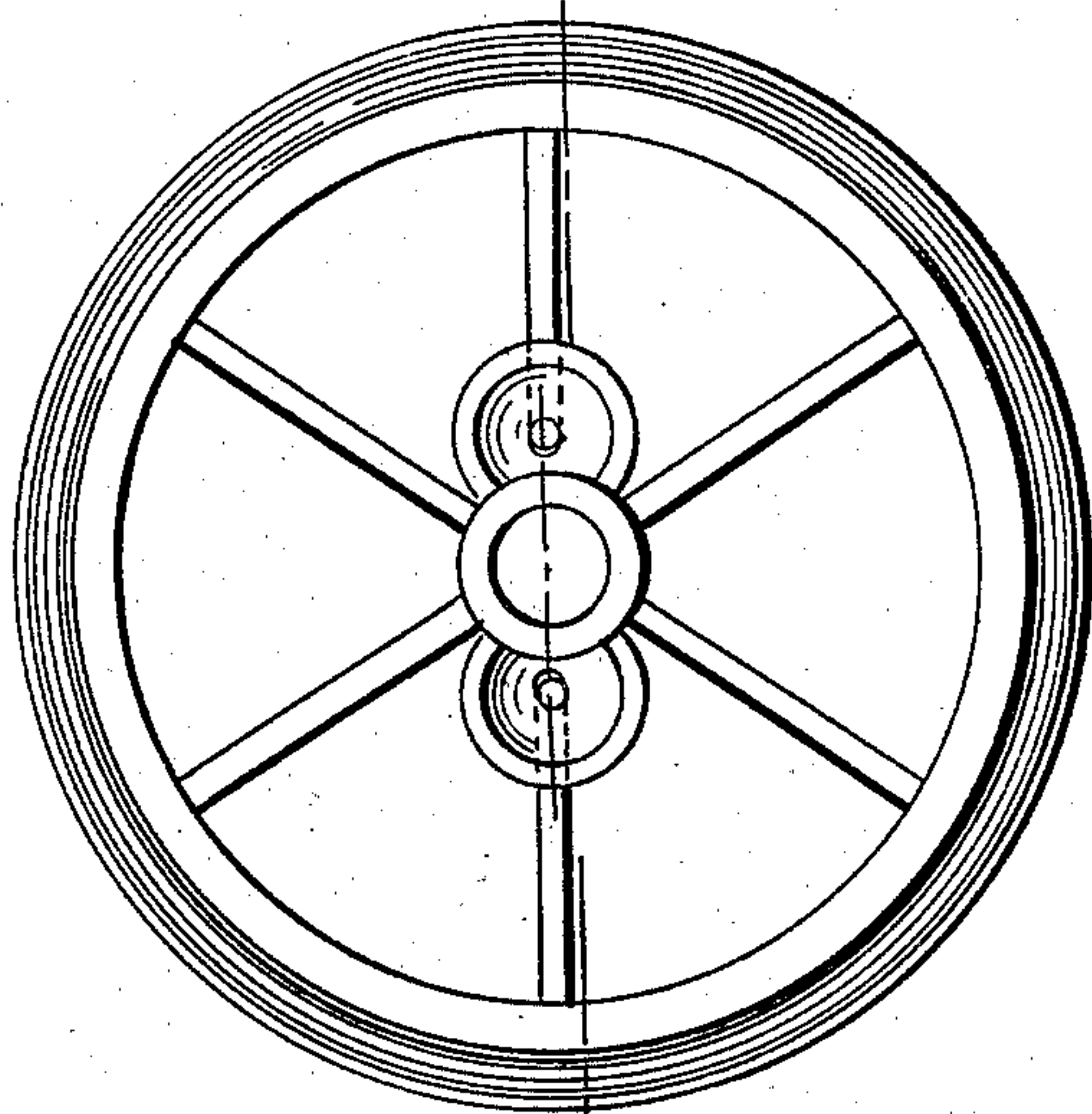
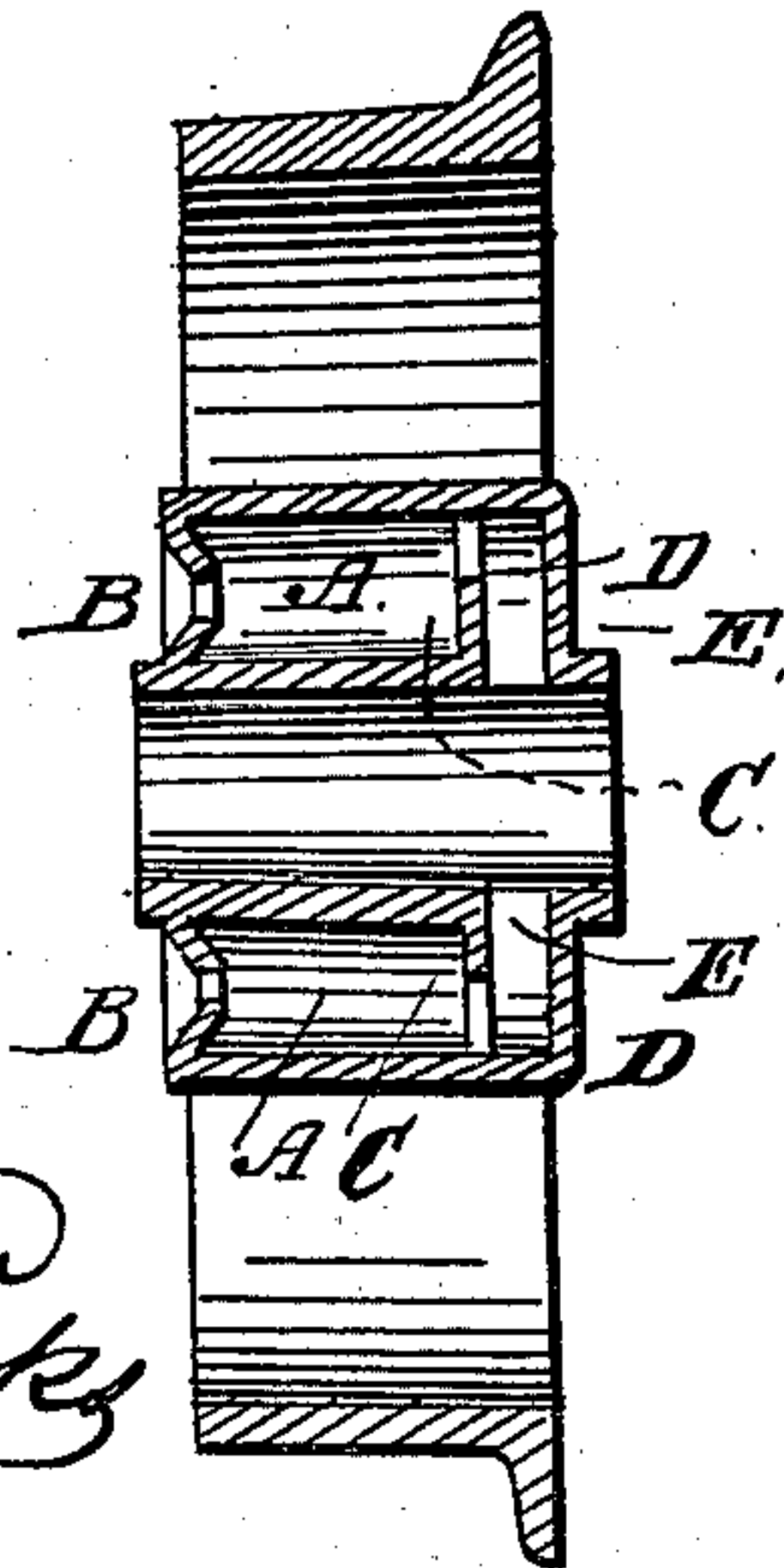


Fig. 2.



Witnesses

Spickman
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per *[Signature]*
Attorneys

United States Patent Office.

WILLIAM OWEN, OF HUBBARD, ASSIGNOR TO HIMSELF, DANIEL B. STAMBAUGH,
OF SAME PLACE, AND DANIEL SMITH, OF GIRARD, OHIO.

Letters Patent No. 91,863, dated June 29, 1869.

IMPROVED SELF-OILING CAR-WHEEL

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, WILLIAM OWEN, of Hubbard, in the county of Trumbull, and State of Ohio, have invented a new and improved Self-Oiling Car-Wheel; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification.

The object of this invention is to provide car and other wheels, which run loose upon their axles, with oil-chambers, arranged to deliver the oil upon the axles while running, but to withhold it while standing, and in which the oil will be retained without plugs or stoppers.

Figure 1 represents a side elevation of a wheel constructed with my improved oiling-device.

Figure 2 represents a section of the same, taken on the line $x-x$ of fig. 1.

Similar letters of reference indicate corresponding parts.

I form, by casting or otherwise, one or more circular oil-chambers, A, on the exterior of the hub, parallel with the bore, having concave outer ends B, with small central openings for pouring in the oil, and near the other ends provided internally with diaphragms C, having openings near the walls opposite the hub.

From the spaces D, into which these openings lead, openings E are formed with the bore or central hole for the axle.

The oil being poured in through the openings in the concave ends B, until the chambers are nearly half filled, cannot flow out, as it will always occupy the lowest place in the said chambers.

When the openings in the diaphragms C are lowest, small quantities will pass through into the spaces D, and be delivered on to the axle, when the chambers rise to the top.

The oil will not flow upon the axle while the wheels are standing, or when the chambers are above the axle. The diaphragms prevent the flow into the spaces D.

Having thus described my invention,

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

A car or other wheel, running loosely on its axle, provided with one or more chambers A, with concave ends B, diaphragms C, with passages to spaces D, and passages E, all arranged substantially as specified.

WILLIAM OWEN.

Witnesses:

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J. N. COWDERY.