

T. J. MOOERS.
Car-Axle Lubricator.

No. 98,701.

Patented Jan. 11, 1870.

Fig. 1.

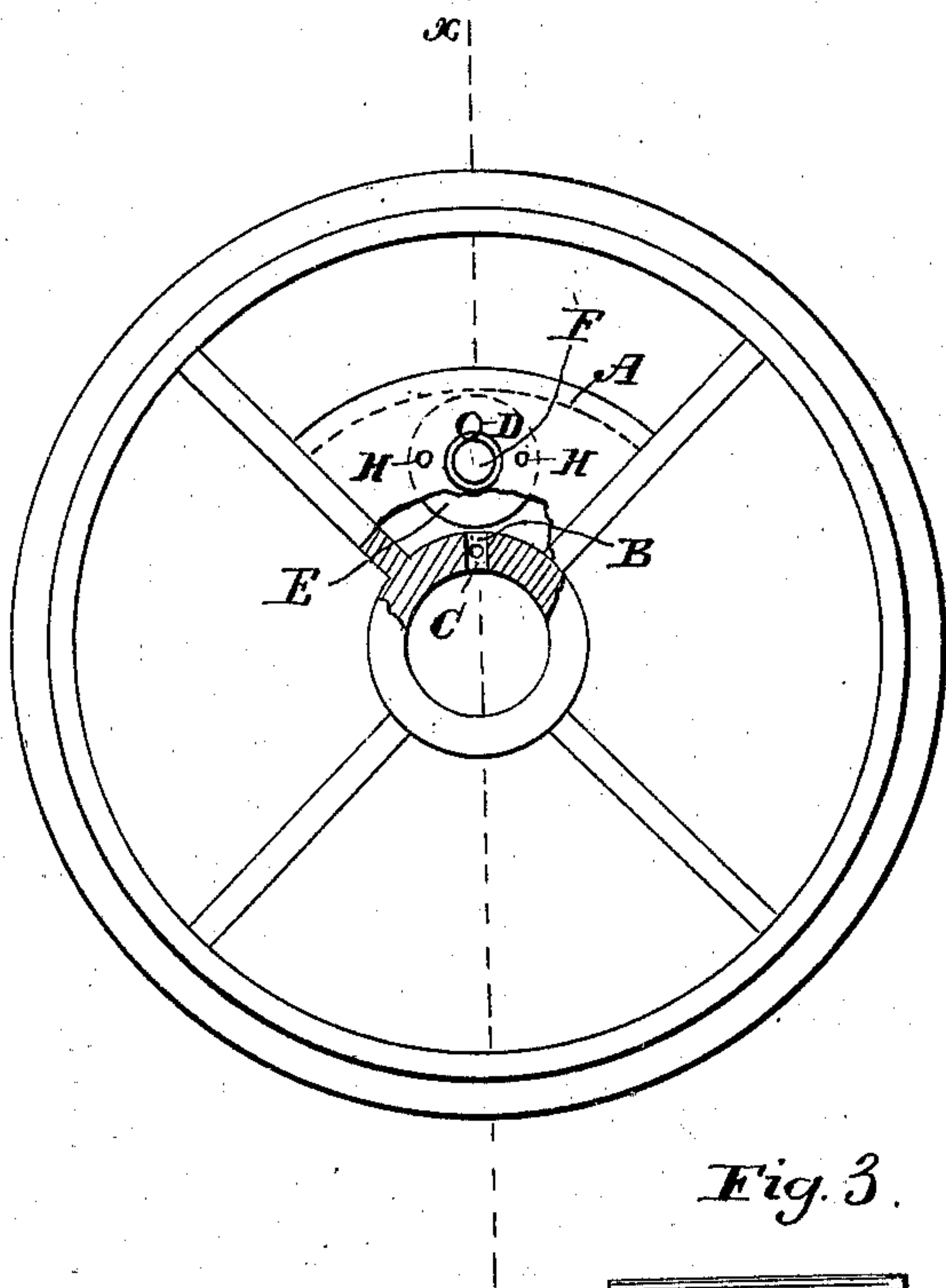


Fig. 2.

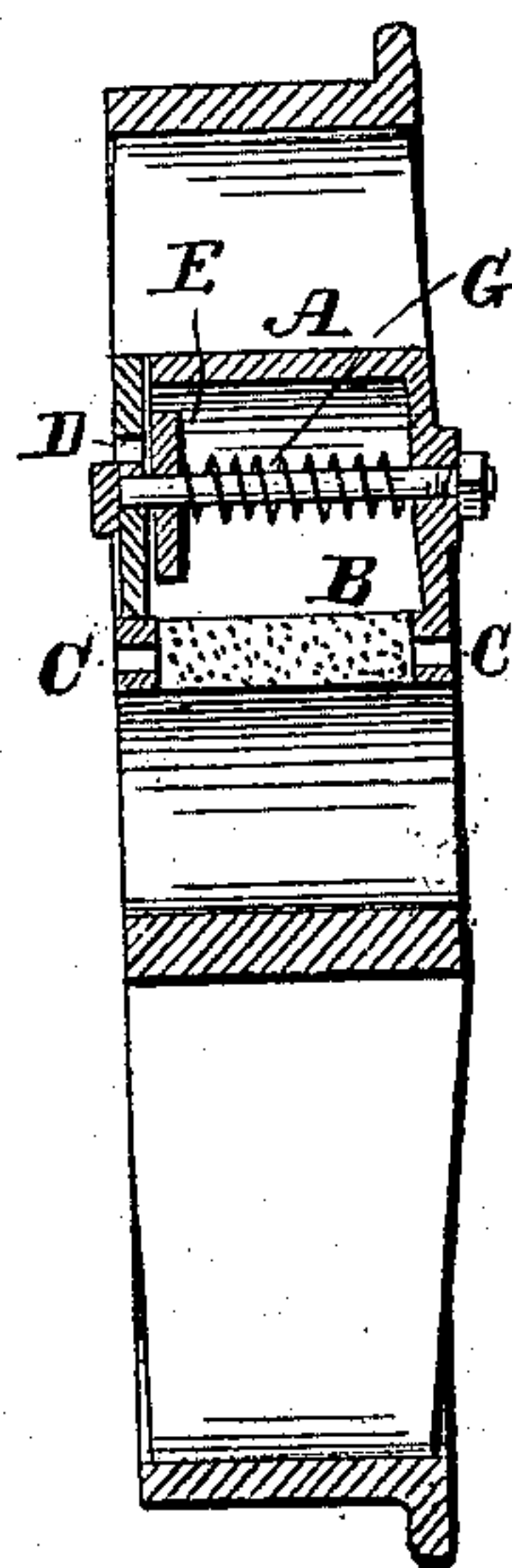
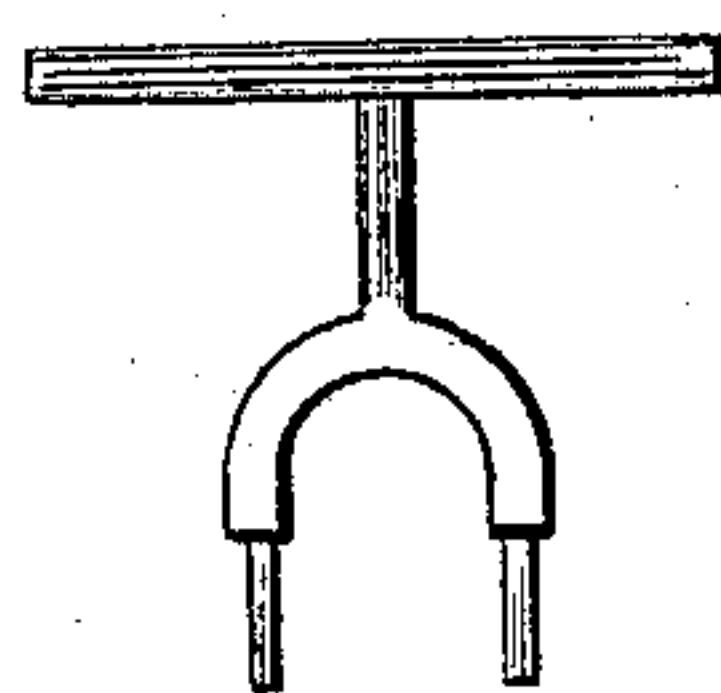


Fig. 3.



Witnesses:

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T. J. MOOERS, OF BLOSSBURG, PENNSYLVANIA.

Letters Patent No. 98,701, dated January 11, 1870.

IMPROVED CAR-AXLE LUBRICATOR.

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, T. J. MOOERS, of Blossburg, in the county of Tioga, and State of Pennsylvania, have invented a new and improved Car-Axle Lubricator; 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 drawings, forming part of this specification.

This invention relates to improvements in devices for lubricating the axles whereon the wheels run loosely, and consists of a valve arrangement, applied within the reservoir on the wheel hub, for keeping the supply-passage always closed by the action of a spring, and under an arrangement whereby it may be readily opened to fill the reservoir.

Figure 1 represents a side elevation of a car-wheel with my improved device applied to it, a part of the wheel being broken away to show the internal arrangement more clearly;

Figure 2 represents a section of the same, taken on the line *xx*; and

Figure 3 represents a tool for pressing back the valve for supplying oil to the reservoir.

A represents a reservoir, attached to the hub and spoke of the wheel.

Along slot, B, extending nearly the length of the hub, opens through it to the eye, for holding a wick of absorbent material, and delivering the oil gradually to the axle.

At each end of the hub are holes, C, communicating with the slot, and supplying oil from the wick of the

said ends which bear against the collars and washers on the axle, holding the wheel against end movement.

The wick or absorbent material may be extended into the holes; it may also be supplied or removed through the hole C, at the outside of the wheel, when required.

D is the passage for supplying the oil to the reservoir from the outside of the wheel.

E is a valve, for closing the same.

It is arranged within the reservoir on a rod, F, on which it slides to or from the side of the reservoir, through which the oil-passage D is made.

G is a coiled spring, on the rod F, bearing at one end against the wall of the reservoir, and at the other against the valve, and arranged to press the valve constantly against the wall to cover the said passage D.

H represents holes through the walls, in front of the valve, for the insertion of the pushing-tool I, to force the valve away, for pouring oil through the passage D.

Having thus described my invention,

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

The combination, with the oil-reservoir A, of the valve E, guide or supporting-rod F, and spring G, when the said valve is arranged to close the passage D, and the wall is provided with perforations H, all substantially as specified.

T. J. MOOERS.

Witnesses:

JOHN WEAVER,
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