

(No Model.)

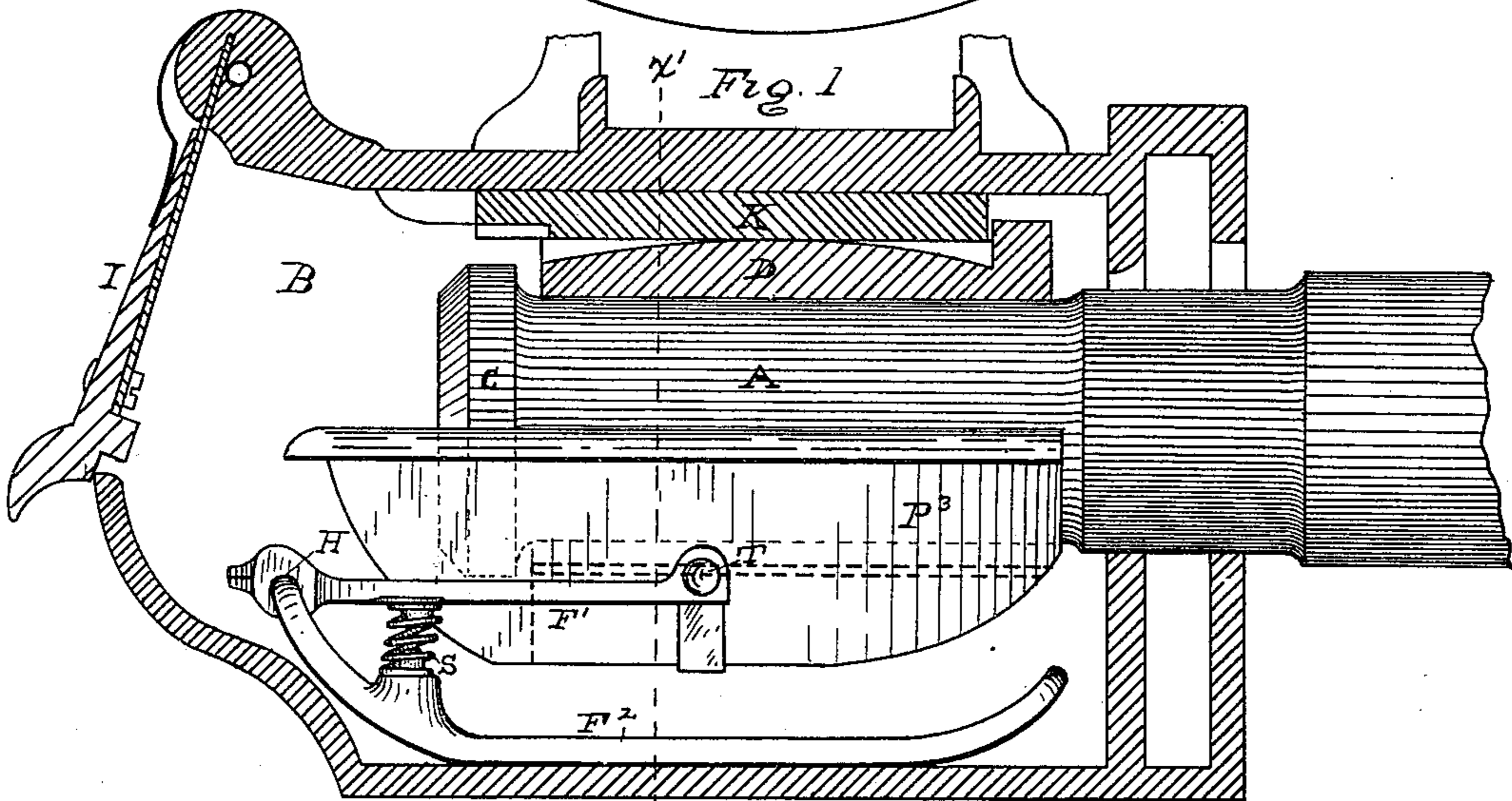
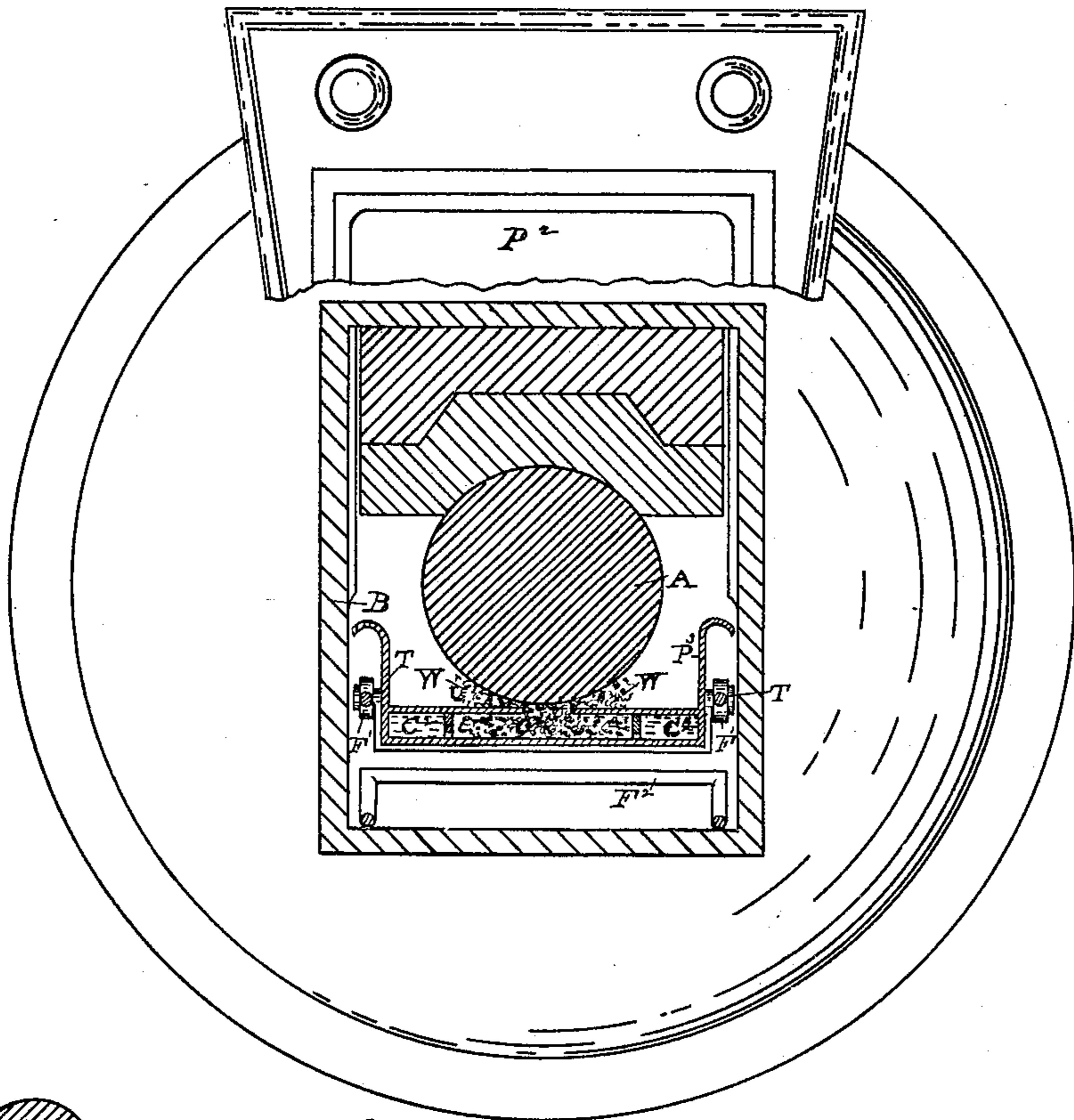
2 Sheets—Sheet 1.

J. GIBBONS.  
CAR AXLE OILER.

No. 329,730.

Patented Nov. 3, 1885.

Fig. 2



WITNESSES:

Stanley M. Holden.

Charles S. Buntinall

John Gibbons INVENTOR

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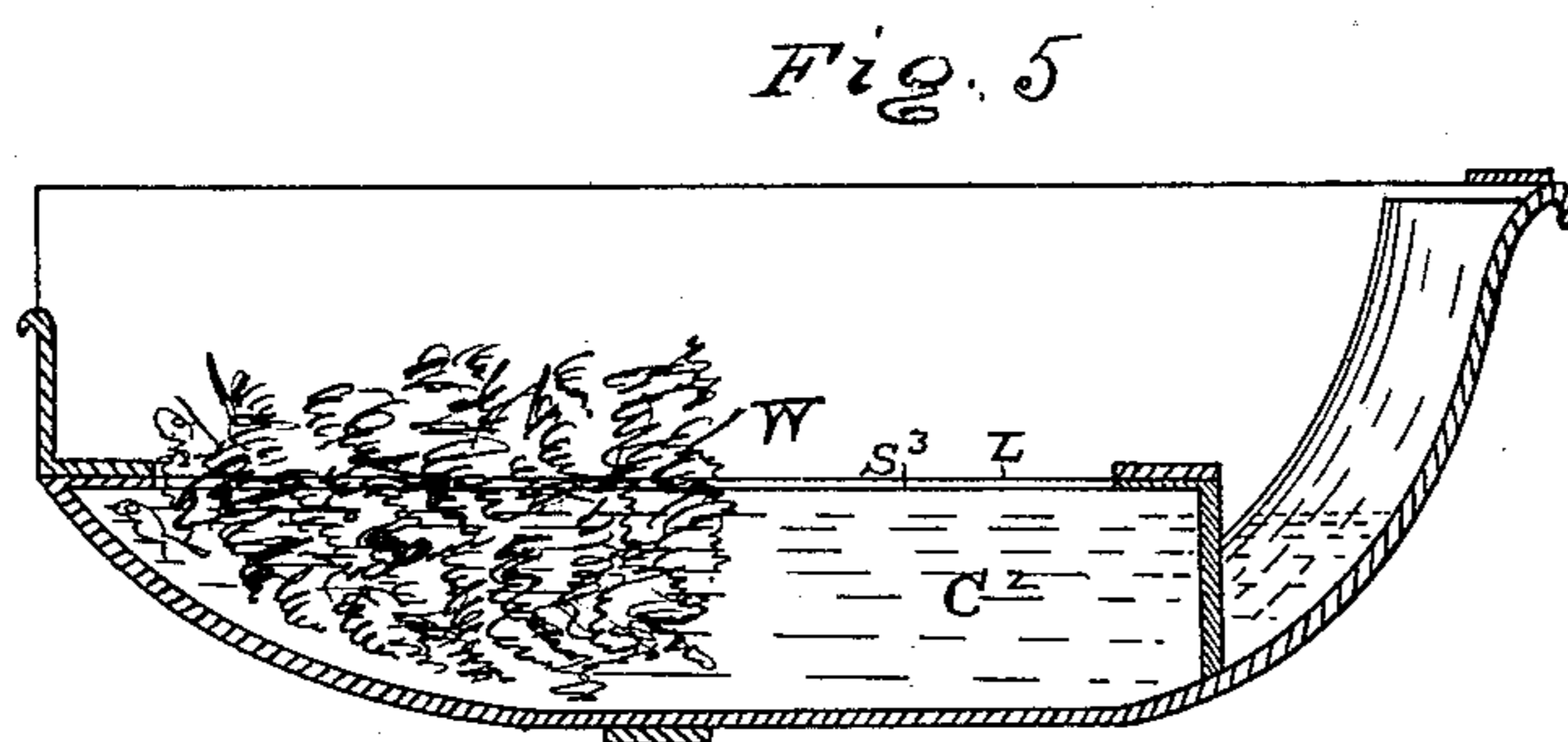
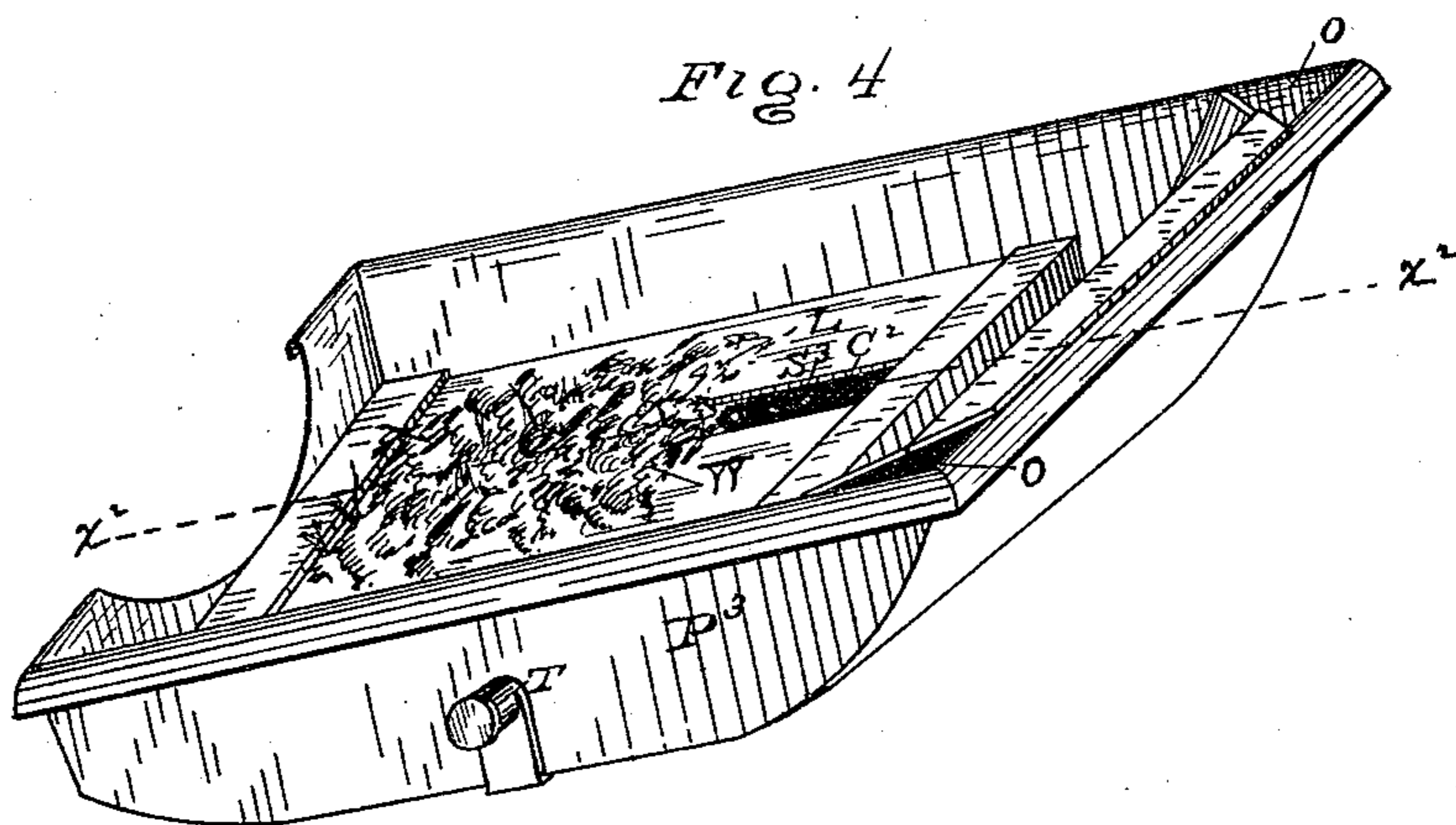
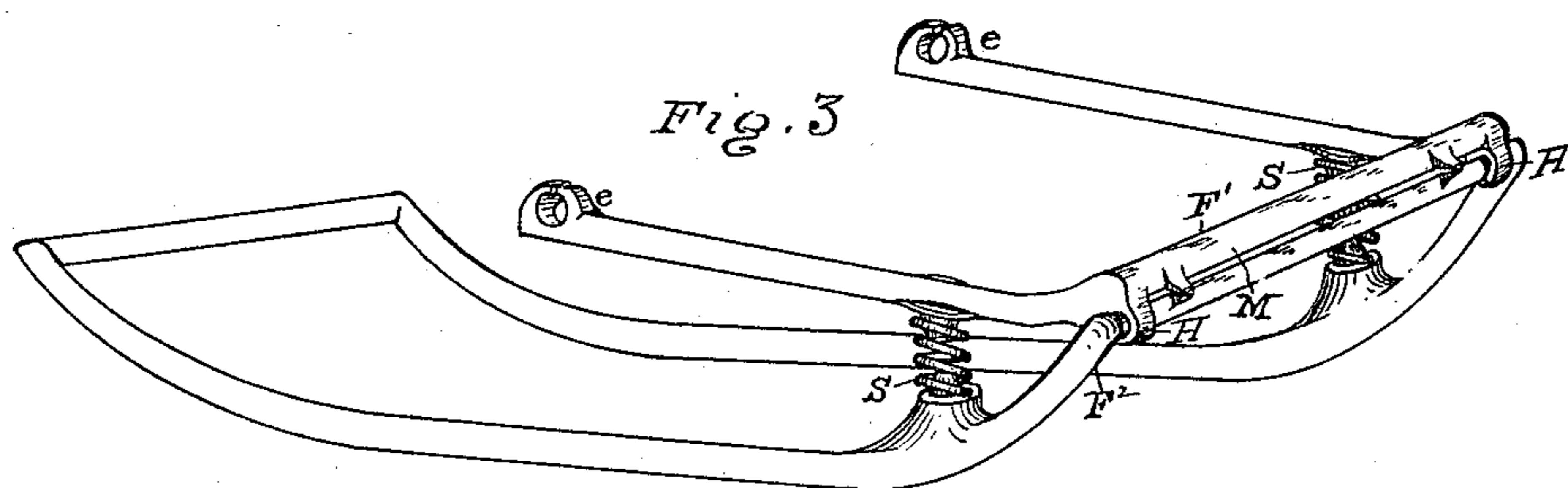
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# UNITED STATES PATENT OFFICE.

JOHN GIBBONS, OF WEST TROY, NEW YORK, ASSIGNOR TO THE MENEELY  
HARDWARE COMPANY, OF SAME PLACE.

## CAR-AXLE OILER.

SPECIFICATION forming part of Letters Patent No. 329,730, dated November 3, 1885.

Application filed May 6, 1885. Serial No. 164,548. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN GIBBONS, of the village of West Troy, county of Albany, and State of New York, have invented a new and useful Improvement in Car-Axle Oilers, of which the following is a specification.

My invention relates to oilers for car-axles, and more particularly to certain improvements upon the mechanism for the same uses upon which Letters Patent were granted to me as inventor February 10, 1885, and which improvements in the main have for their object to prevent the dust and grit put in motion by the train from mixing with the lubricant, to insure the more perfect contact of the waste or lubricant-distributing agent and the axle, and to make the vessel containing the lubricant separate and distinct from the journal-box.

Accompanying this specification to form a part of it there are two plates of drawings, containing five figures illustrating my invention, with the same designation of parts by letter reference used in all of them.

Of these illustrations Figure 1 shows a longitudinal vertical section of a car journal-box, a side elevation of the car-axle, and a side elevation of my oiler mechanism applied thereto within the journal-box. Fig. 2 is a cross-section taken on the line  $x'x'$  of Fig. 1. Fig. 3 shows as detached from the other mechanism and as removed from the journal-box a perspective of a hinged two-part frame to which the lubricant and waste holding pan is journaled by means of trunnions. Fig. 4 is a perspective of the pan, shown as removed from the frame; and Fig. 5 is a longitudinal vertical section of the pan, taken on the line  $x^2x^2$  of Fig. 4.

The several parts of the mechanism are designated by letter reference, and the function of the parts is described as follows:

The letter A indicates the axle; B, the car-axle journal-box;  $P^2$ , the pedestal jaw, and K the journal-bearing key.

The letter I indicates the journal-box cover; C, the axle-collar, and D the bearing.

The letter W designates the waste or wick form material adapted to absorb the lubricant and to distribute it to the axle where in contact with it.

The letter  $F'$  designates the upper part of

the pan-holding frame M, and  $F^2$  the lower part of said frame.

The letter H indicates a hinged connection made between the upper and lower parts of the said frame.

The letters S designate springs arranged between the upper and lower parts of said frame, and against the force of which springs the two parts of said frame are forced together, and by the action of which they are spread apart.

The letter  $P^3$  designates a pan for containing lubricant and waste or other absorbent material, and the letters T indicate trunnions on each side of the pan, which trunnions are adapted to each journal into one of the opposite sides of the upper part of the frame by means of eyes  $e$ , formed in the latter. This pan  $P^3$  has an oil or lubricant chamber,  $C^2$ , which chamber is provided with a cover, L, said cover being made with a slot,  $S^3$ , for the passage of the waste into the oil or lubricant contained in the chamber  $C^2$ ; and the letters O designate passage-ways leading from the front of the pan to the lubricant-chamber for the purpose of supplying lubricant to the latter.

The combined function of the parts thus described is as follows: Oil or lubricant being supplied to the chamber  $C^2$  of the pan  $P^3$  through the openings O, and waste or wick form material, as indicated at W, being inserted within the slot  $S^3$ , so as to be in part within the lubricant and with part projecting above the pan, the two-part frame M is then pressed together against the action of the springs and inserted within the journal-box. When the parts are in this position, the waste is in contact with the axle and held there by the action of the springs, and the lower part of the waste is within the lubricant to receive oil or lubricant by absorption and to distribute it to the axle. Preferably the pan is made with projecting sides, to join as closely as possible the interior sides of the journal-box, and at the front the edge of the pan may be made to be in contact with the interior of the journal-box thereat, and an eye arranged on the front end of the pan for the insertion of a hook when it is desired to remove the pan from the journal-box, the object of thus ex-

tending outwardly the sides and end of the pan being to more effectually prevent the dust and grit put in motion by the train from entering the lubricating part of the apparatus.

5 While I have shown two passages leading from the front to the chamber C<sup>2</sup>, if desired, one will answer the purpose so long as it connects with said chamber.

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

15 1. In a car-axle oiler, the combination of the frame M, made with the bearings *e e*, and the pan P<sup>3</sup>, made with the trunnions T, chamber C<sup>2</sup>, cover L, and slot S<sup>3</sup>, said parts being constructed and arranged to operate substantially in the manner as and for the purposes set forth.

2. In a car-axle oiler, the combination of the frame M, made with the bearings *e e*, and the pan P<sup>3</sup>, made with the trunnions T, chamber C<sup>2</sup>, cover L, slot S<sup>3</sup>, and a supply passage or passages connecting with said chamber, substantially in the manner as and for the purposes set forth. 20 25

Signed at Troy, New York, this 8th day of April, 1885, and in the presence of the two witnesses whose names were by them hereto written.

JOHN GIBBONS.

Witnesses:

CHARLES S. BRINTNALL,  
PETER V. HASKELL.