

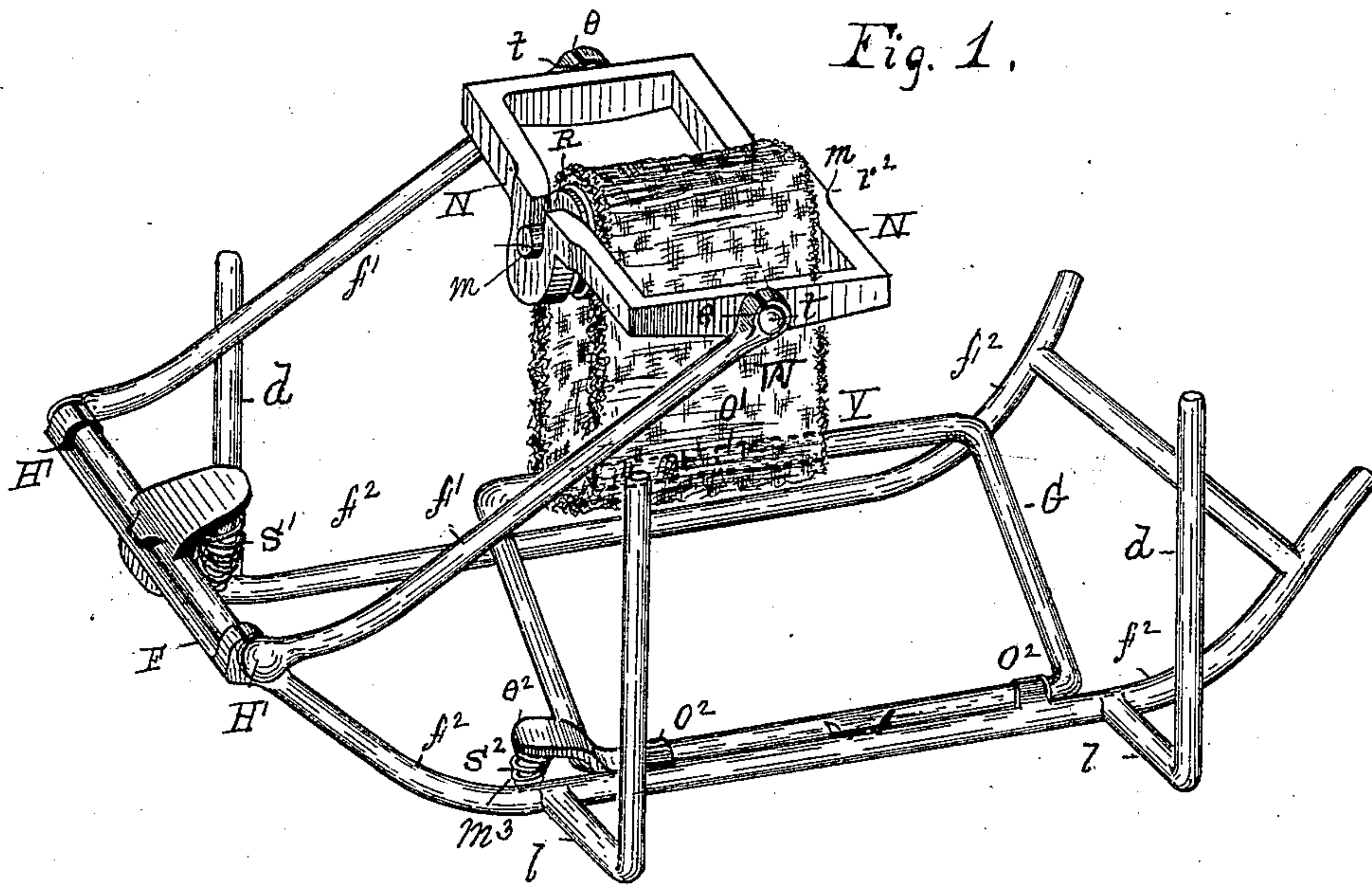
(No Model.)

2 Sheets—Sheet 1.

J. GIBBONS.
CAR AXLE OILER.

No. 334,013.

Patented Jan. 12, 1886.



WITNESSES:

Geo. A. Darby

Charles S. Brintnall

John Gibbons

INVENTOR

BY

W. C. Hagan

ATTORNEY

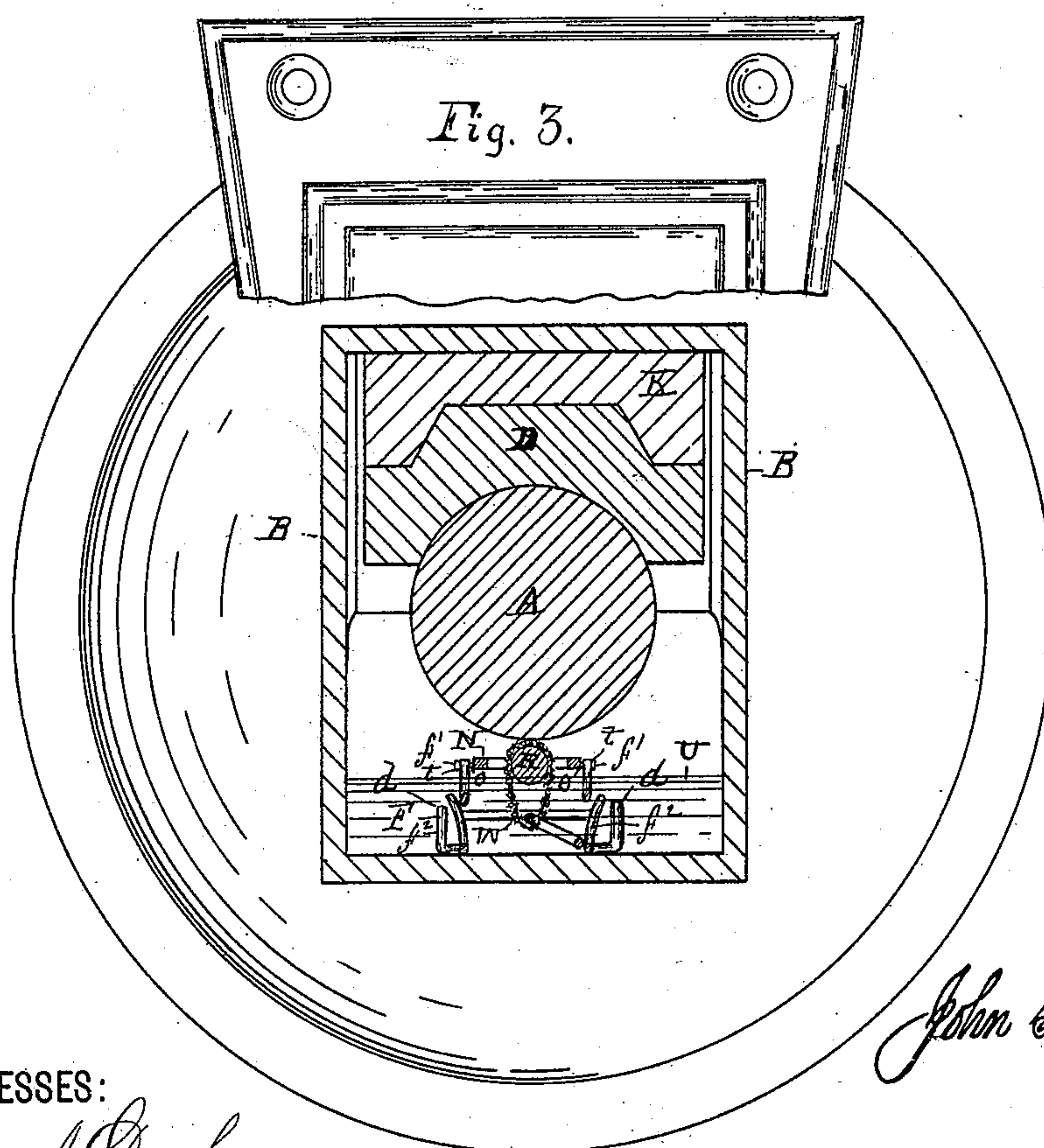
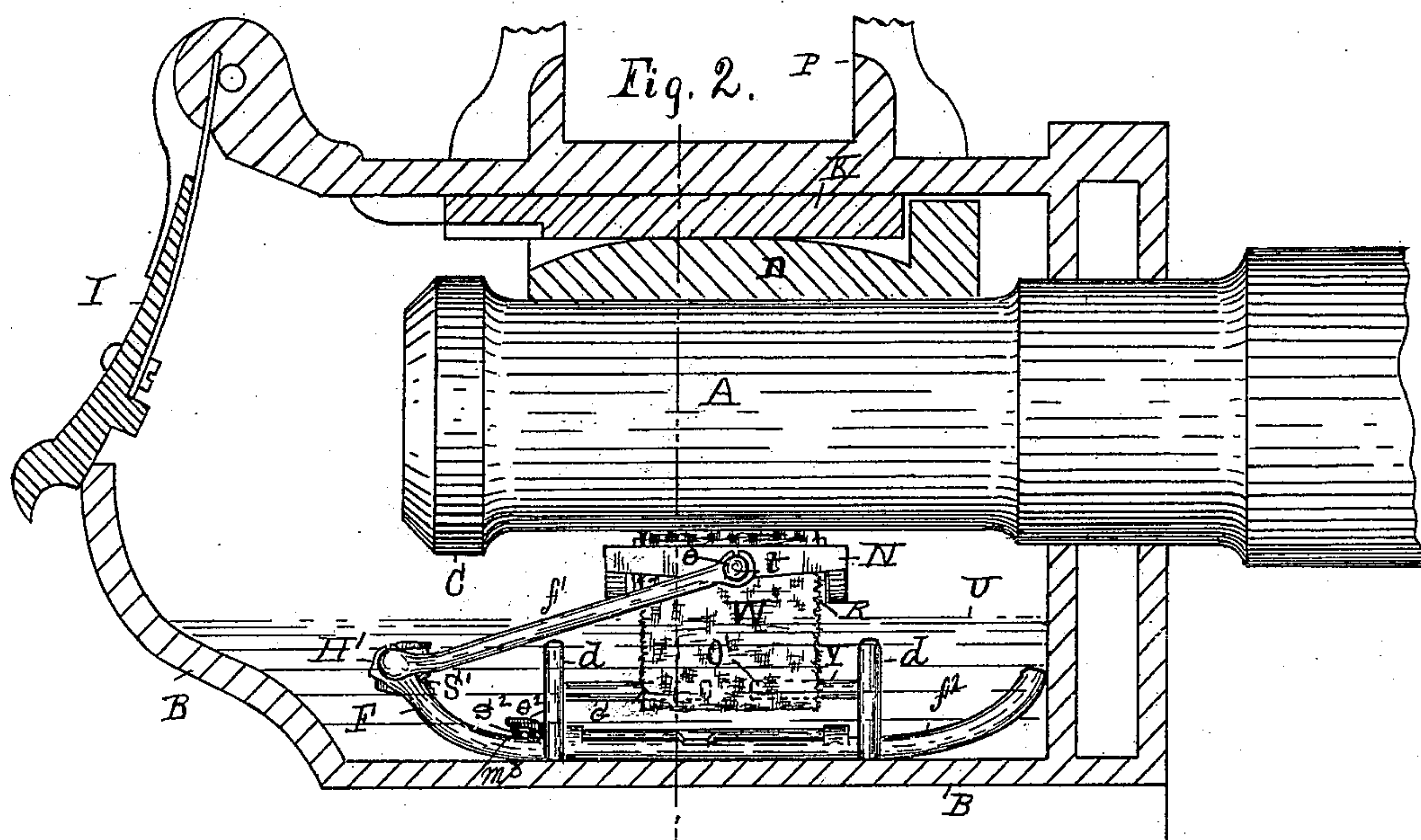
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UNITED STATES PATENT OFFICE.

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. 334,013, dated January 12, 1886.

Application filed September 14, 1885. Serial No. 177,036. (No model.)

To all whom it may concern:

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

My invention relates to car-axle oilers, and in some of its features to improvements on the mechanism shown and described in Letters
10 Patent No. 311,893, which were granted to me as inventor February 10, 1885, the object and purpose of my invention being to economize in the amount of lubricant used, and to so arrange the apparatus holding it that the
15 amount of it contained therein may be readily seen without removing the wick-holding mechanism from the journal-box.

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

Of these illustrations, Figure 1 shows a perspective of the wick-holder mechanism that
25 distributes the lubricant to the axle-journal, with it illustrated as removed from the journal-box. Fig. 2 shows the wick-holding mechanism and the axle-journal in a side elevation, and as applied to the journal-box, the latter
30 and all of its parts being shown in a central and longitudinal vertical section. Fig. 3 is a cross vertical section taken on the line $x x$ of Fig. 2.

The several parts of the mechanism thus
35 illustrated are designated by letter reference, and the function of the parts is described as follows: The letter A indicates the car-axle made with end collar, C, and the letter B designates the car-axle journal-box.

40 The letter D indicates the bearing; I, the journal-box cover; P, the pedestal-jaw, and K the journal-bearing key, all the foregoing and designated parts being of the usual and ordinary kind.

45 The letter F designates a frame composed of the two parts f' f^2 , and these are shown as hinged together at one of the adjacent ends of each, as indicated at H'. The letter S' designates a spring arranged between the said parts
50 of the frame F adjacent to where they are

hinged. As thus made the two parts of the said frame F are forced together against and spread apart by the recoil force of said spring, the said two-part frame thus described being substantially the same as that shown and made
55 a part of the said Letters Patent No. 311,893.

The letter N indicates a wick-holder frame, which at or near the center of each of its sides is made with the trunnions t , the latter being constructed to journal into eyes e , formed
60 in the opposite sides of the upper part, f' , of the frame F, at the extreme ends of said upper part, so that said wick-holder frame is free to adjust thereon.

The letter R indicates a roller having open-
65 top bearings r' r^2 for its shaft m , formed in the sides of the wick-holder frame N, and the letter W designates an endless wick adapted to be slipped on over the roller R by raising the
70 latter out from its bearings, with the lower loop of the wick pendent from said roller at a sufficient distance below the latter to be within the lubricant contained within the journal-box.

The letter G designates a wick-guide frame,
75 which is made with a side opening, O', for its insertion within the pendent loop of the wick. This wick-guide frame is hinged at O² to one side of the lower part, f^2 , of the two-part frame F, and adjacent to where hinged is pro-
80 vided with a spring, S², the latter being arranged upon an offset, m^3 , made on the side of the lower part of the frame f^2 and between said offset and an ear, e^2 , on the side of the wick-guide frame, the function of this spring
85 being to adjustably hold up the free end of the frame where within the wick-loop.

The letter l designates lateral projections arranged on the outersides of the lower part, f^2 , of the frame F, and d upwardly-projected
90 studs arranged on said offsets, the purposes of these studs being to keep the applied mechanism steady within the journal-box.

The operation of the combined parts is as follows: The oil or lubricant U having been
95 supplied to the journal-box, the two-part frame is pressed together against the force of the spring S', and it and the connected parts inserted within the journal-box, with that part of the wick-loop which is pendent with-
100

in the lubricant. When the two-part frame is thus inserted in the journal-box, the action of the spring S' forces the upper part of the frame F and the wick-holder frame N, trun-
 5 nioned thereto, so that the wick W at the upper end of the loop is in contact with the axle. As the axle A turns, the belt-form wick W turns with it on the roller R and imparts the lubricant to the axle, which it receives from
 10 its passage through the lubricant wherein the lower stretch of its loop is pendent.

While I have shown the roller R as adapted to turn on bearings to facilitate the movement of the belt-form wick, yet the latter will
 15 move over the roller and perform a good office without having the roller turn; and hence I do not limit my application of the roller as a part of my invention to its construction with journals on which to turn.

20 As thus made and arranged, the lower stretch of the wick is held down adjustably in the lubricant by the guide G, and the lubricant is regularly and uniformly delivered to the axle. Where a mass of waste is used, it
 25 is difficult to tell whether there is sufficient lubricant in the journal-box or not without removing the frame, but by my improvement this can be readily ascertained without removing the frame.

30 The function of the belt-wick guide-frame G is merely to keep the lower stretch of the wick within the lubricant, with one side of the frame, as indicated at Y, arranged to be within the loop for that purpose, and such
 35 portion of the guide-frame as is indicated at Y may be made rigid, if desired, provided it has an opening, O', such as is shown, for inserting it within the lower stretch of the wick.

While I have shown the two-part frame F as hinged at one of the ends of each part, they
 40 may be hinged, if desired, at one of the adjacent sides of each part, as shown in Letters Patent No. 301,880, granted to me July 15, 1884.

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

1. In an oiler for a car-axle, the combination, with a frame that is composed of two
 50 parts that are hinged together at one of each of their ends or sides, and provided with an intermediate spring, of a wick-roller frame that is horizontally pivoted to the upper part
 55 of said two-part frame, a roller arranged in said wick-roller frame, an endless-belt-form wick arranged to pass over said roller, and a
 horizontal wick-guide frame adapted to be passed through the lower stretch of said belt-
 60 form wick, substantially as and for the purposes set forth.

2. The combination of the wick-holder
 frame N, pivoted at its ends horizontally to an
 adjustable support, the roller R, arranged in the
 65 sides of said holder-frame parallel to its ends, the adjustable wick-guide frame G, made with
 the side Y, having the opening O', said parts
 being constructed and arranged in the man-
 70 ner as and for the purposes set forth.

Signed at Troy, New York, this 8th day of
 August, 1885, and in the presence of the two
 75 witnesses whose names are hereto written.

JOHN GIBBONS.

Witnesses:

CHARLES S. BRINTNALL,
 ISAAC P. TURNER.