

(No Model.)

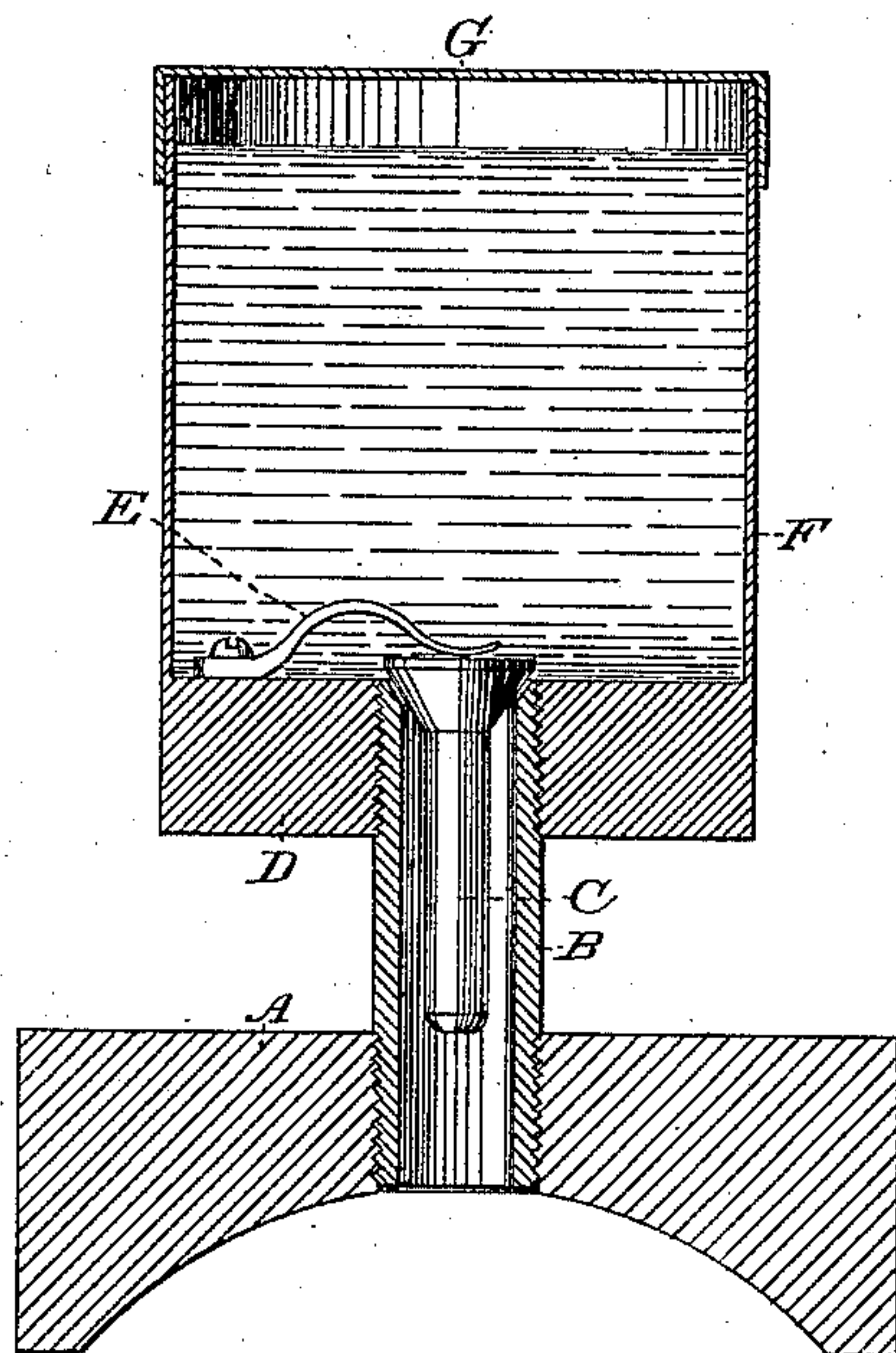
B. W. LYON & R. MUNRO.

CAR AXLE LUBRICATOR.

No. 365,754.

Patented June 28, 1887.

Fig. 1.



Witnesses:

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UNITED STATES PATENT OFFICE.

BENJAMIN W. LYON AND REUBEN MUNRO, OF SAN FRANCISCO,
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CAR-AXLE LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 365,754, dated June 28, 1887.

Application filed January 29, 1887. Serial No. 226,042. (No model.)

To all whom it may concern:

Be it known that we, BENJAMIN W. LYON and REUBEN MUNRO, citizens of the United States of America, and residents of the city and county of San Francisco, State of California, have invented new and useful Improvements in Automatic Top-Feed Lubricators for Railroad-Car Axle-Box Bearings, of which the following is a full, clear, and exact description, referring to the accompanying drawing.

Our object, which we obtain in our car axle lubricator, is to prevent the oil from dripping on the axle when the car stands still, and to feed the oil to the axle and bearing whenever the car moves and jolts. These objects we obtain by the devices and mechanism hereinafter described and set forth.

The figure is a vertical elevation of our car-axle lubricator.

Through the car-axle box and bearing A we bore a suitable hole, and provide the same with suitable screw-thread for screwing therein the oil pipe or channel B. This pipe is threaded at both ends, and the upper end of pipe B is screwed to wooden disk D, which forms the bottom of the oil-cup, and to which the sides F are firmly screwed. We prefer to close our oil-cup with a tight-fitting cover, G. The inner top edge of the pipe or channel B is beveled to a suitable angle for the purpose of giving a suitable closing-surface for the head of the plug or stopper C. We prefer to make the stopper C of the shape as shown in the drawing; but we do not confine ourselves to that shape or form, as any other suitable shape may effect the same result.

To the oil-cup we properly secure a suitable adjustable gage, E, and placed over the plug or stopper C. This plug is stoppering up the pipe B, and prevents the oil from flowing down the pipe when the car is not in motion, while a gage is provided for the purpose to prevent

the plug from rising too far when the car jolts, and the distance between the gage and the top of the plug is spaced or regulated by the gage. For instance, a large space will admit the plug to rise sufficiently when the car jolts to obtain thereby a large flow of oil for the bearing and axle, while a smaller space between the gage and the plug admits of a corresponding smaller flow of oil.

We do not confine ourselves to the shape or form of the gage as shown in the drawing, as any other suitable device by which the gaging of the rise for the plug or stopper is effected will answer our purpose.

In operating our car-axle lubricator we fill the oil-cup with oil, and when the car jolts then the plug or stopper C jolts and rises also, whereby an opening between the head of the plug or stopper C and the pipe B is made for the oil to pass through and down the pipe or channel and upon the car-axle, lubricating the same and the bearing.

We do not confine ourselves to the shape of the oil-cup, as described, as any other oil cup may be changed readily to admit of the use and application of our stopper and gage.

Having thus fully described our invention, what we claim, and desire to secure by Letters Patent, is—

In a car axle lubricator, the combination, with the axle-bearing A, of the oil-cup F, connected thereto by means of the screw-threaded pipe B, stopper or plug C, located in the channel of said pipe, and gage E, limiting the upward movement of said stopper or plug, substantially as set forth.

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Witnesses:

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