

(No Model.)

B. E. DUPONT.

LUBRICATOR.

No. 368,759.

Patented Aug. 23, 1887.

Fig. 1.

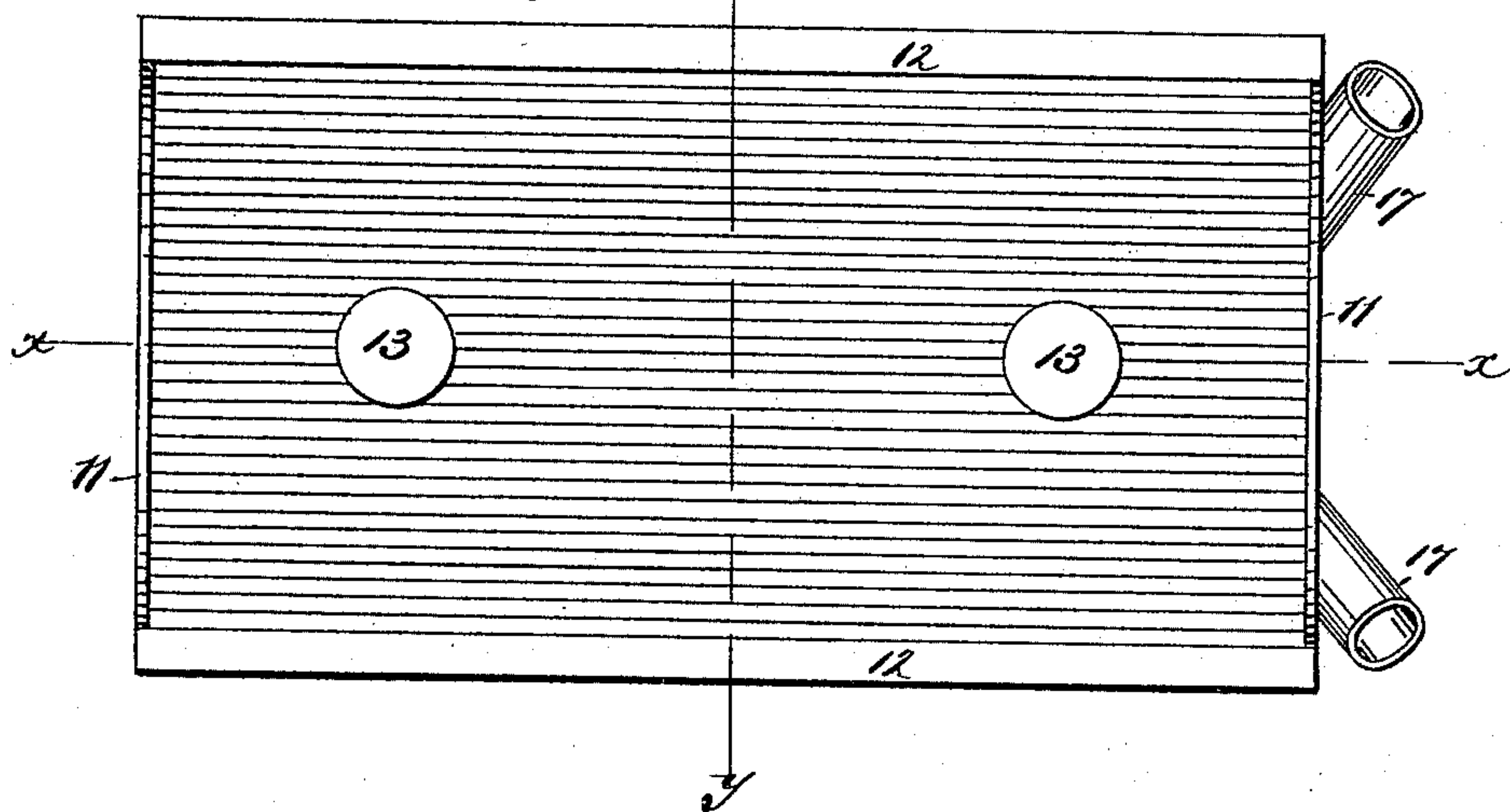


Fig. 2.

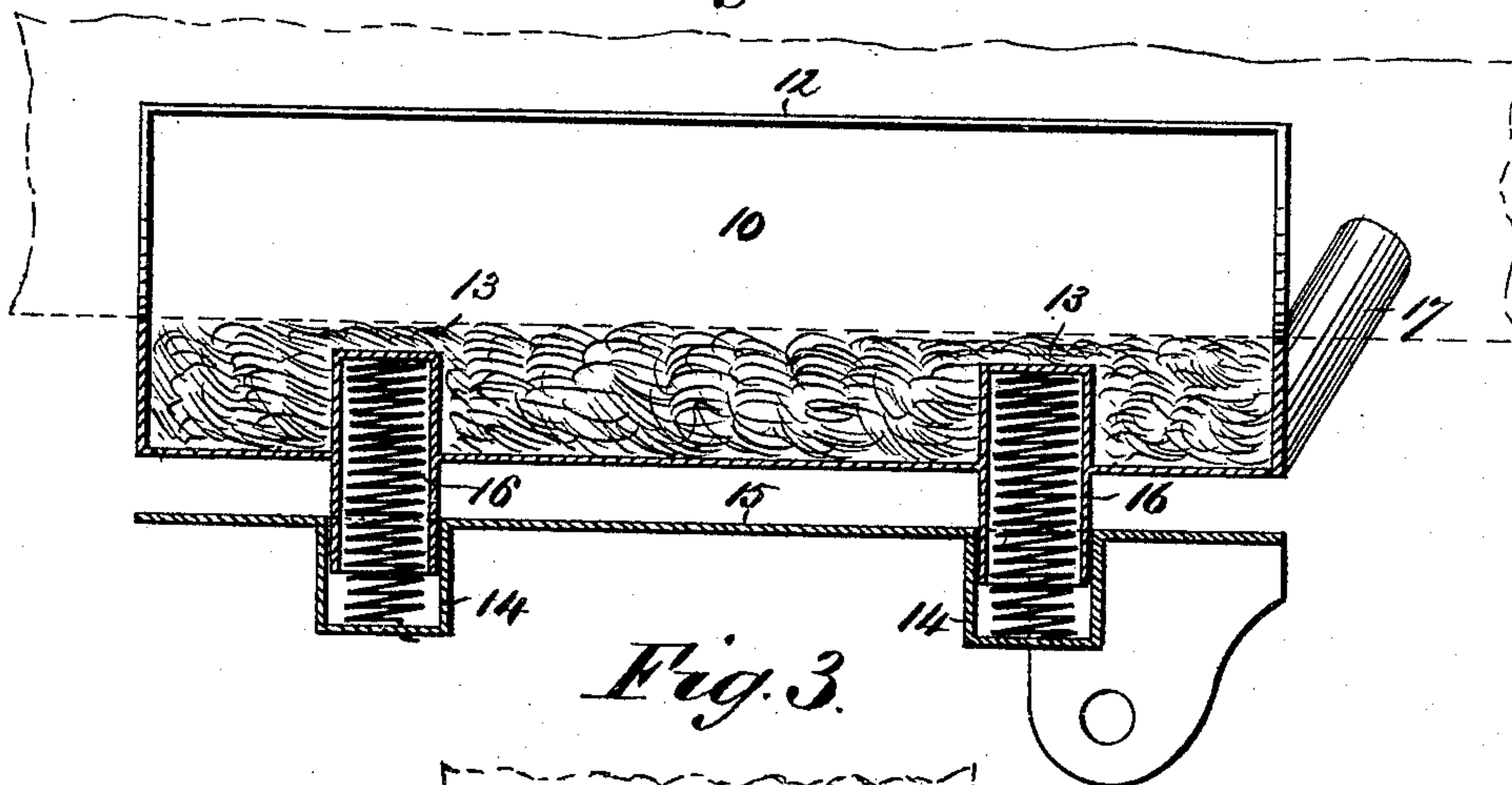
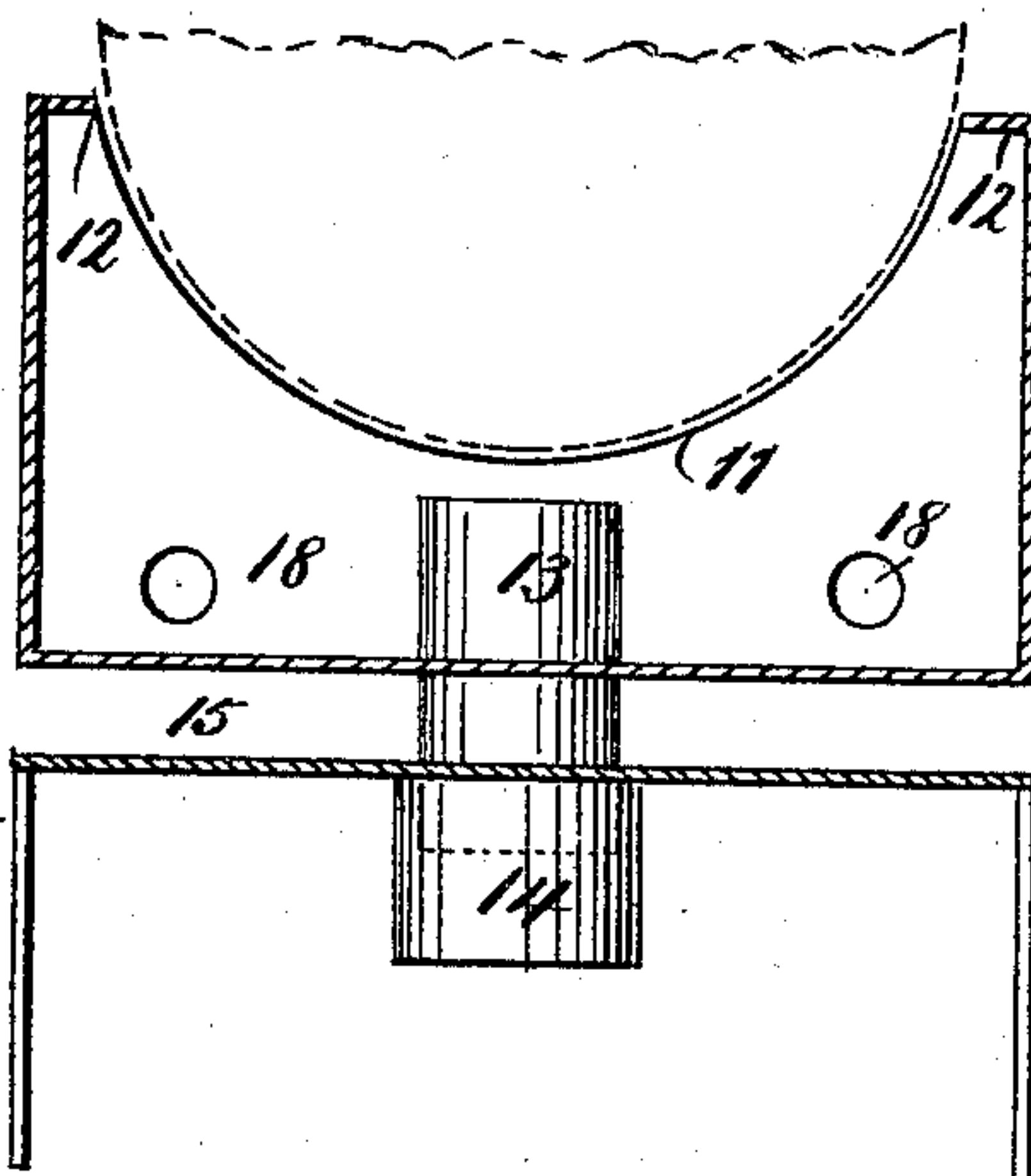


Fig. 3.



WITNESSES:

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BY

mm

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UNITED STATES PATENT OFFICE.

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LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 368,759, dated August 23, 1887.

Application filed March 22, 1887. Serial No. 231,952. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN EDWARD DUPONT, of Lexington, in the county of Fayette and State of Kentucky, have invented a new and Improved Lubricator, of which the following is a full, clear, and exact description.

This invention relates to a novel form of lubricator applicable for use in connection with journal-bearings, and especially designed for use in connection with the journal-bearings of locomotives, the object of the invention being to provide for the free and equal distribution of the lubricant and at the same time to prevent grit, &c., from coming in contact with the journal-bearings, which object is accomplished by the novel form of lubricant-receptacle to be hereinafter described, and specifically pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of my improved form of lubricator. Fig. 2 is a central longitudinal sectional view of the same, and Fig. 3 is a central cross-sectional view of the lubricator.

In the drawings above referred to, 10 represents a case, the end walls of which are formed with semicircular recesses 11, of such contour as to provide for the close fitting of the case against the under side of the journal, the upper edges of the sides being provided with inwardly-extending flanges 12, which approach and fit closely against the said journal. The inwardly-extending flanges prevent the packing from being drawn out of the casing by the journal in its revolutions.

Housings 13 are fitted within the bottom of the case 10, said housings projecting downward from the bottom of the case to enter sockets 14, that are carried by a supporting-plate, 15, said plate being arranged for connection with the lower open end of the journal-box of a locomotive by means of the depending apertured ears. Within the housings 13 I mount spiral springs 16, which springs serve to hold the case 10 against the journal.

Filling-tubes 17, which communicate with the interior of the chamber, near its bottom, through apertures 18, are connected to the outer end of the case 10.

In operation the supporting-plate 15 is connected by means of its apertured ears and suitable bolts (not shown) with the journal-box of the locomotive or engine. The case and its spring 16 are adjusted as best shown in Fig. 2, the interior of the case being partially filled with waste or other fibrous material, which will act as a conveyer to deliver the lubricant to the journal, the lubricant being poured into the case through the tubes 17. The waste or packing will also serve to strain the oil, as the apertures 18 are near the bottom of the casing, and therefore it will be impossible for grit or cinders to enter and come in contact with the journal, as is the case where the ordinary locomotive journal-box has holes in its top for the entrance of the oil. This ordinary locomotive journal-box has a lubricant-receptacle made of brass in one piece, and as it wears away a space is left between it and the under side of the journal for the entrance of grit and dust, and as the receptacle falls the lubricant is also lowered out of contact with the journal, so that a hot box ensues. In the journal-boxes for cars a casing or receptacle has been placed therein to receive the lubricant and hold it in contact with the journals by means of springs resting between the casing or receptacle and the bottom of the box. This of course I do not claim.

Such a lubricator as has been described will closely approach the journal at all points, and will be held against said journal by the springs 16, irrespective of the irregularities that there may be in the rails over which the engine is passing, thus acting to supply the journal at all times with a proper amount of lubricating material and preventing the entrance of grit, which, as is well known, will soon wear out brasses.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

The oil-receptacle 10, adapted to be passed up into a locomotive journal-box, and having

recessed ends 11, a filling-tube leading into the receptacle near its bottom, inwardly-projecting side flanges, 12, tubular spring-housings 16 in its bottom, and the plate 15, having the tubular sockets into which the tubes 16 project, and the downwardly-extending ears adapted to be secured to the lower open end

of the locomotive journal-box below the receptacle 10, and the springs within said tubes, substantially as set forth.

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Witnesses:

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