

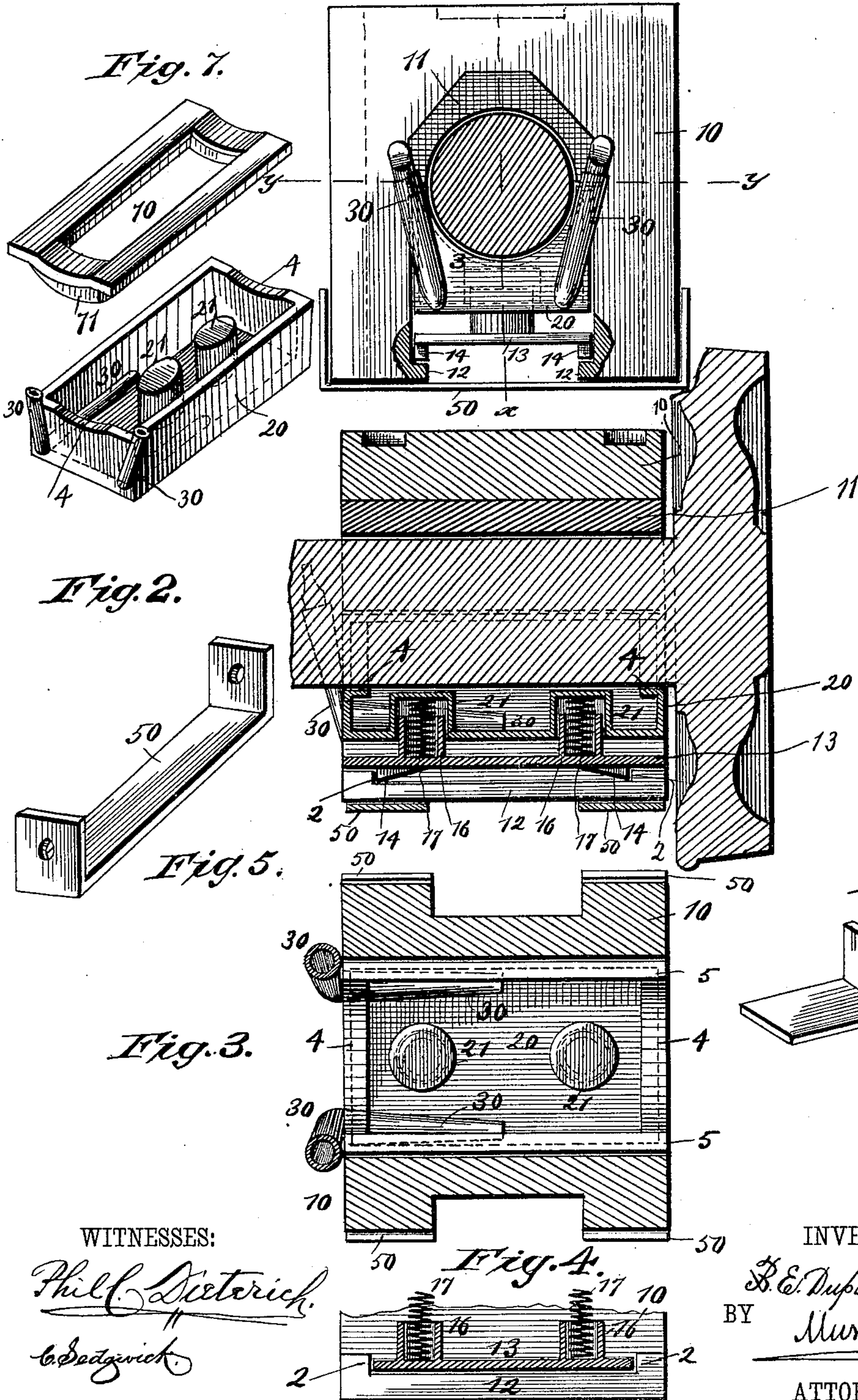
(No Model.)

B. E. DUPONT.
LUBRICATOR FOR CAR AXLES.

No. 389,368.

Patented Sept. 11, 1888.

Fig. 1.



WITNESSES:

Phil. C. Dieterich.
C. Sedgwick.

INVENTOR:

B. E. Dupont.
BY *Murin & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

BENJAMIN E. DUPONT, OF LEXINGTON, KENTUCKY.

LUBRICATOR FOR CAR-AXLES.

SPECIFICATION forming part of Letters Patent No. 389,368, dated September 11, 1888.

Application filed January 17, 1888. Serial No. 260,985. (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.

My present invention relates to lubricators of the class illustrated, described, and claimed in Letters Patent No. 368,759, which were granted to me on the 23d day of August, 1887, the object of the present invention being to facilitate the introduction of the lubricating attachment, to provide for a more equal distribution of the lubricant within the lubricating attachment, and to more effectually guard against the entrance of grit and sand, all as will be hereinafter more fully described, and specifically pointed out in the claims.

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 front elevation of my improved lubricator, parts being broken away and the axle being shown in section. Fig. 2 is a central sectional elevation taken on line *x x* of Fig. 1. Fig. 3 is a sectional plan view taken on line *y y* of Fig. 1. Fig. 4 is a view of a modified construction. Fig. 5 is a perspective view of a supporting-strap employed when the box is formed without flanges. Fig. 6 is a modified form of a strap, and Fig. 7 is a perspective view of a modified construction.

In the drawings I have represented my improved form of lubricator as it appears when arranged for use in connection with a locomotive journal-box, which box is shown at 10, the box being arranged for connection with the pedestal in the ordinary manner. This box 10 is centrally recessed and arranged to receive a brass, 11, and at the lower portion of the box there are formed ribs or flanges 12, which have shoulders 2, as illustrated in Figs. 2 and 4. Upon this flange 12 there is seated a plate, 13, which in practice I prefer to form with lugs 14, said lugs bearing against the shoulders 2 and preventing any accidental displacement of the plate.

Two annular flanges, 16, extend upward from the plate 13, and within these flanges I mount spiral springs 17, which support a case,

20, that is formed with housings 21, said housings being arranged to receive the flanges 16 and the springs 17, that are arranged therein, the arrangement being such that the springs will support the case 20. Each end of the cast 20 is recessed, as shown at 3, annular flanges 4 extending inward from the defining edges of the recesses, other flanges, 5, extending inward from the upper edges of the sides of the case. Ducts or tubes 30 lead inward from the front of the case 20 to about the middle line of said case.

In operation, the case 20 is filled with waste or packing and adjusted, as represented in the drawings, a supply of lubricant being introduced through the tubes 30, which lubricant, being delivered at the center line of the case, will distribute itself equally throughout the waste or packing.

From the construction described it will be seen that the case 20 may be readily inserted or removed, and that having once been adjusted to position it will not be liable to accidental displacement; and it will also be seen that, owing to the peculiar formation of the flanges 4 and 5, it will be almost impossible for dust or grit to get upon the axle or bearing..

In certain instances I might dispense with the lugs 14 by shortening the plate 13 and adjusting it so that it will rest between the shoulders 2, as represented in Fig. 4.

In Figs. 5 and 6 I illustrate straps 50, which would be bolted to the sides of the boxes, so as to extend beneath said boxes in position to support the plate 13, these straps extending entirely across the box, as shown in Figs. 1, 2, and 3; or the straps may be separated and bolted to the boxes, this form of strap being shown in Fig. 6.

In Fig. 7 I illustrate a construction wherein the case 20 is formed without side and end flanges, a frame, 70, with a downwardly-extending flange, 71, being arranged to fit upon the upper edge of the case, this construction being adopted in order that instead of renewing the case when the flanges wear out a new frame, 70, may be inserted, and another advantage of this construction being that the same case may be employed with journals of different diameters.

It will also be understood that in certain cases

I will use a brass or Babbitt-metal liner or gib on the ends of the lubricator, this liner or gib being employed to prevent wear on the journal. It will also serve to prevent wear on the
5 box, as will be readily understood.

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

1. The combination, with a case, 20, formed with housings 21, of a plate, 13, provided with
10 flanges 16 and springs 17, arranged within said flanges, substantially as described.

2. The combination, with a locomotive journal-box, 10, having inwardly-projecting flanges 12, shouldered at 2, of lubricator-car-
15 rying plate mounted on said flanges with parts

engaging said shoulders, substantially as set forth.

3. The combination, with a locomotive journal-box, formed with flanges 12 and shoulders 2, of a plate, 13, having lugs or projec- 20 tions 14, which abut against said shoulders, flanges 16, carried by the plate 13, springs mounted within said flanges, a case, 20, having housings 21, which fit about the flanges 16, all parts being arranged substantially as 25 described.

BENJAMIN E. DUPONT.

Witnesses:

I. D. SUTTON,

J. C. HULETT.