

(No Model.)

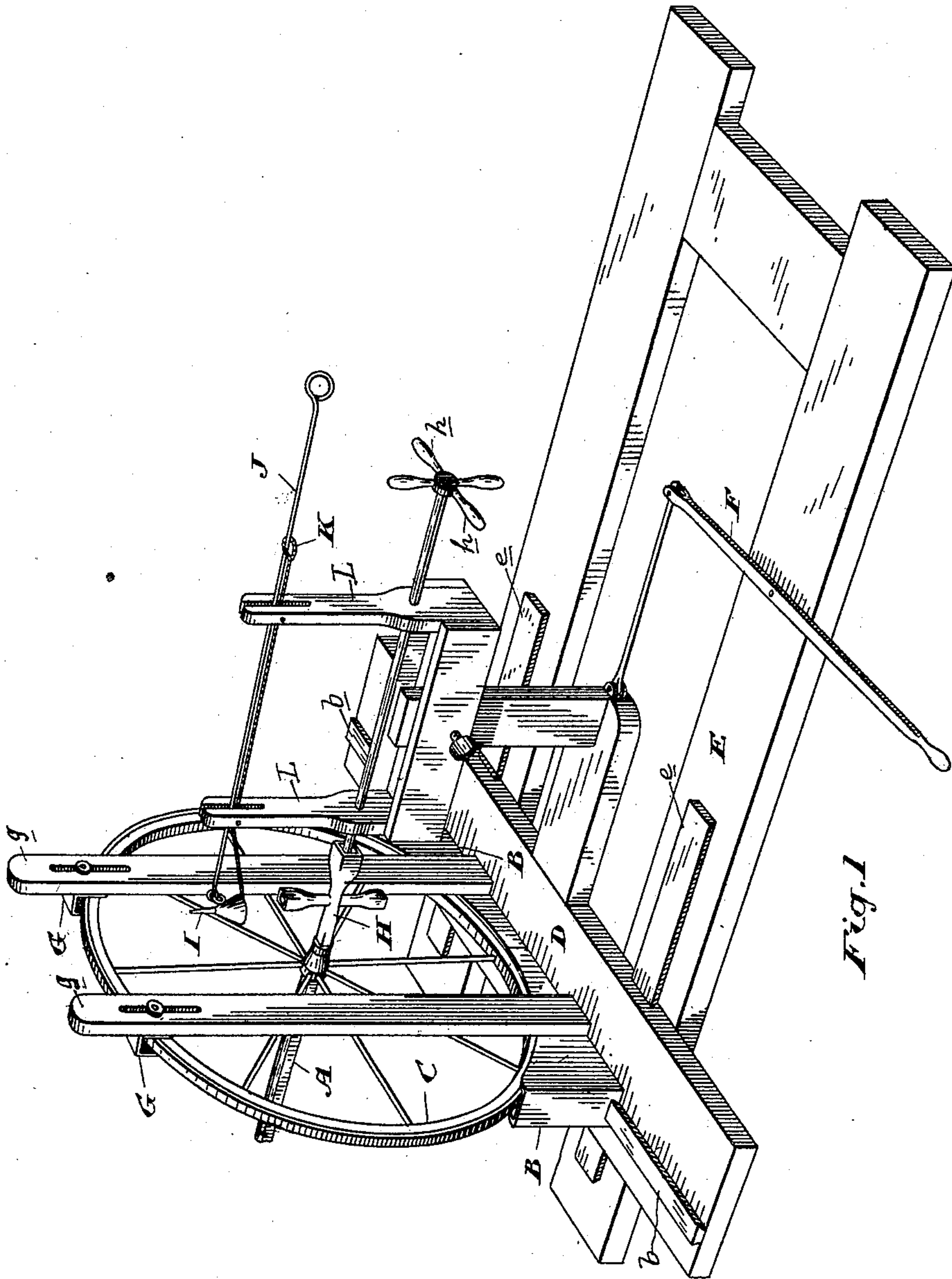
2 Sheets—Sheet 1.

C. T. PHILLIPS.

MACHINE FOR OILING THE AXLES OF VEHICLES.

No. 428,945.

Patented May 27, 1890.



Witnesses

J. Edw. Mayhew

H. G. McMillan

Inventor

Chas. T. Phillips
by Donald C. Ridout of
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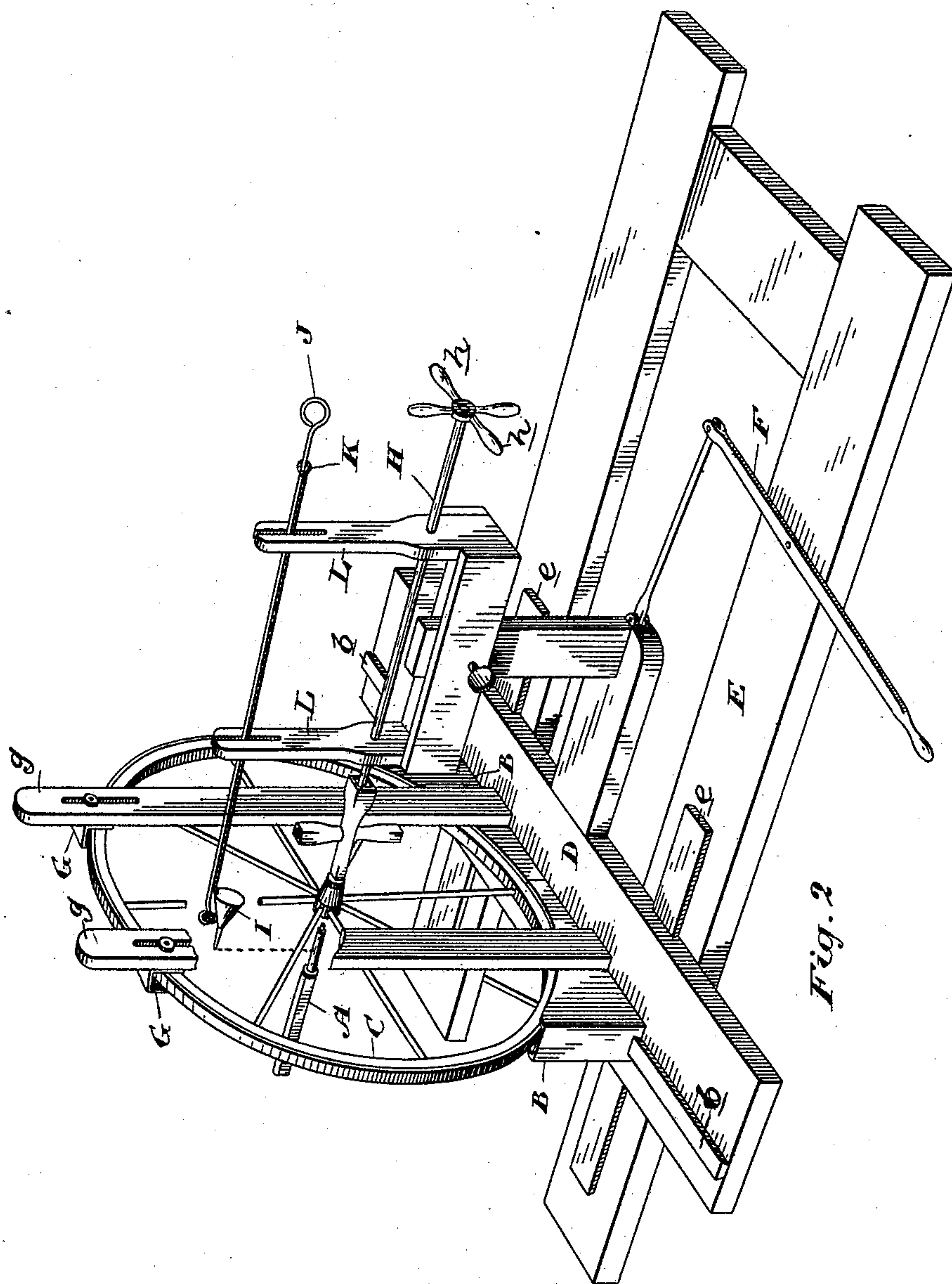


Fig. 2

Witnesses

J. Edw. Maybee
H. G. McMullan

Inventor

Chas. T. Phillips
by Donald C. Ridout & Co
Attys

UNITED STATES PATENT OFFICE.

CHARLES T. PHILLIPS, OF TORONTO, ONTARIO, CANADA.

MACHINE FOR OILING THE AXLES OF VEHICLES.

SPECIFICATION forming part of Letters Patent No. 428,945, dated May 27, 1890.

Application filed March 6, 1890. Serial No. 342,910. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. PHILLIPS, carriage-maker, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented a certain new and useful Machine for Oiling the Axles of Vehicles, of which the following is a specification.

The object of the invention is to design a simple machine by which the wheels of a vehicle may be removed and its axles oiled without any fear of soiling the hands; and it consists, essentially, of a frame provided with movable supports for grasping the wheel to be removed and a movable turn-key for unscrewing the axle-nut, together with a movable rod arranged to support and operate the can carrying the oil, substantially as hereinafter more particularly explained.

Figure 1 is a perspective view showing my device in the act of removing the axle-nut. Fig. 2 is a similar view showing the machine in the act of oiling the axle-bearing.

In order to apply my device I first jack up the axle A, so that the skids B, moving on the slides b, can be placed under the wheel C. The movable frame D, which is carried on the bed-plate E and moves on slides e, is then moved toward the wheel C by means of the pivoted lever F. The skids are then pushed under the wheel C, and the brackets G on the standards g are adjusted so as to grasp the top of the wheel C and secure it in the upright position indicated. After the nut of the axle A has been removed by the turn-key H, (supported in the standards L and operated by the handles h,) the lever F is worked so as to draw the frame D away from the axle A, the said frame carrying the wheel C clear of its axle, which is supposed to be supported by a jack, as before described, and the bearing part

of which is thus left exposed, as shown in Fig. 2. I is an oil-can loosely suspended upon the end of the horizontal rod J, supported on the standards L, forming part of the frame D, and K is a light piece of wire or cord connected to the oil-can I near its bottom, extending near to the outer end of the rod J. When the wheel has been removed, as described, the rod J is pushed toward the axle A until the oil-can I is held suspended over the bearing of the said axle, when by adjusting the wire or cord K the oil is poured out of the said oil-can onto the bearing. From this description it will be seen that by employing my machine the wheel of a vehicle may be removed and its bearing oiled without handling the wheel or any part which might dirty the hands.

What I claim as my invention is—

1. A frame D, movably supported upon the bed-plate E and the pivoted lever F, in combination with the movable skids B and brackets G, arranged substantially as and for the purpose specified.

2. A frame D, movably supported upon the bed-plate E, the pivoted lever F, and the movable skids B, carried on the frame D, in combination with the turn-key H, supported by the frame D, substantially as and for the purpose specified.

3. The combination, in an oiling apparatus, of means, as the frame D and its attachments, for moving the wheel, the movable rod J, oil-can I, and wire or cord K, substantially as described.

Toronto, January 7, 1890.

CHARLES T. PHILLIPS.

In presence of—

CHARLES C. BALDWIN,
W. G. McMILLAN.