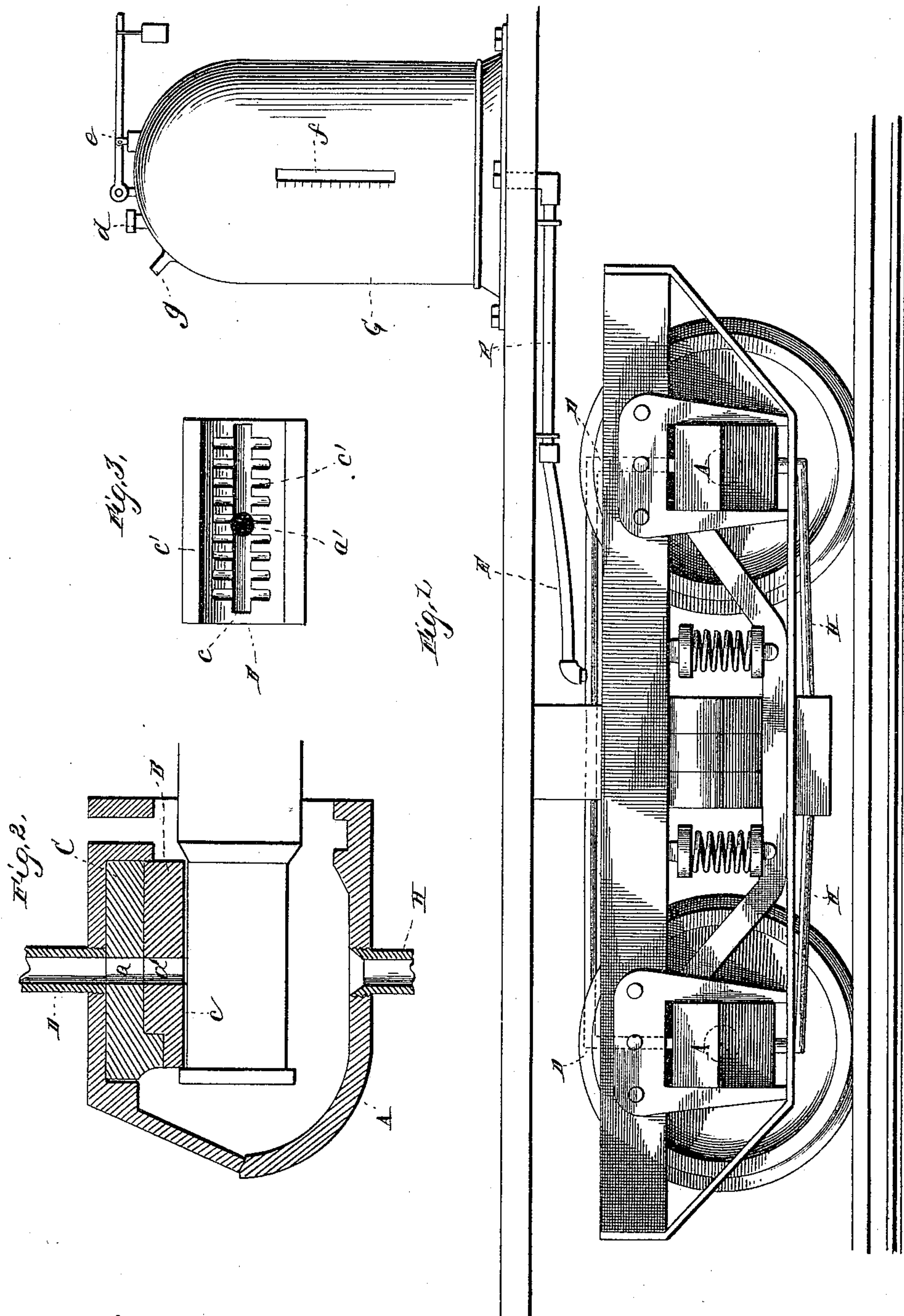


(No Model.)

H. M. GOODMAN.
SELF OILING CAR TRUCK.

No. 438,999.

Patented Oct. 21, 1890.



WITNESSES
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UNITED STATES PATENT OFFICE.

HENRY M. GOODMAN, OF LOUISVILLE, KENTUCKY, ASSIGNOR OF ONE-SIXTH
TO J. S. BELL AND F. A. BAKER, BOTH OF SAME PLACE.

SELF-OILING CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 438,999, dated October 21, 1890.

Application filed August 2, 1890. Serial No. 360,813. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. GOODMAN, a citizen of the United States, and a resident of Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Self-Oiling Car-Trucks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of the invention and is a side elevation. Fig. 2 is a vertical section of the axle-box. Fig. 3 is a detail view of the brass inverted.

This invention relates to certain improvements in car-axle lubricators; and it consists in the novel construction and combination of parts, as hereinafter disclosed.

In the drawings, A refers to the car-axle box, constituting the oil or lubricant reservoir. B is the brass, and C the wedge.

D is the lubricant-supply pipe, having screw-threaded connection with the top of the axle box or reservoir A and communicating with a passage formed by central registering-apertures *a a'*, provided in the wedge and brass, respectively. The pipe D passes up through the truck-frame, but is not connected thereto.

The brass B, in addition to being concave, as at *b*, on its under side, conforming to the axle, is provided in the concavity *b* thus produced with a longitudinal channel or groove *c*, having at its sides a series of branches or arms *c'* to uniformly or evenly and thoroughly distribute the lubricant or oil upon the axle. This arrangement or provision is made for each box of the car-truck, and the supply-pipes D of the respective boxes are connected at a common point, and to the same is connected by a universal or ball-and-socket joint a flexible or hose pipe E, connected to a discharge-pipe F of the oil or lubricant tank G, secured upon or carried by the car. The tank has a filling-opening suitably closed by a plug or cap *d*, also a safety-valve *e* to regulate the air-pressure in the tank, and an oil-gage *f* to ascertain the height or amount of oil therein,

and by means of a pipe-connection effected between an air pump or condenser or cylinder containing compressed air and the tank at *g* the oil or lubricant is discharged or fed under pressure.

H is a waste-pipe for the lubricant, one provided for each box of the truck and connecting under and about centrally of the same with a waste-reservoir, thus collecting the waste lubricant or oil. In case the supply-tank should be placed upon the under side of the car-body, it is contained in a closure or case, whose door is secured under a lock and key, permitting the ready inspection of the gage to ascertain the quantity of oil or lubricant in each tank; also, condensed air or steam or gas may be used to force or feed the liquid or lubricant to the boxes, or this may be accomplished by gravity.

This invention is equally applicable for use on locomotives and street-cars.

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

1. The combination, with the wedge having the aperture therein, the brass having in its concavity a longitudinal channel or groove having lateral arms or branches, and the central aperture therein communicating with said channel and registering with the opening in the wedge, of the oil-supply pipe communicating with the passage formed by the aperture in the wedge and brass and thereby with the journal, and the discharge or waste pipe, substantially as described.

2. In an axle-lubricator, the combination, with the series of oil-chambers, of the axle-boxes of a truck having their respective supply-pipes uniting at a common point, as also their series of waste-lubricant pipes connecting at a common point with the waste-reservoir, and the supply-tank having its discharge or feed pipe connected by a hose or flexible pipe with the supply-pipe of said oil chambers or boxes, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

H. M. GOODMAN.

Witnesses:

S. P. WALKER,
GEO. C. STAUBER.