

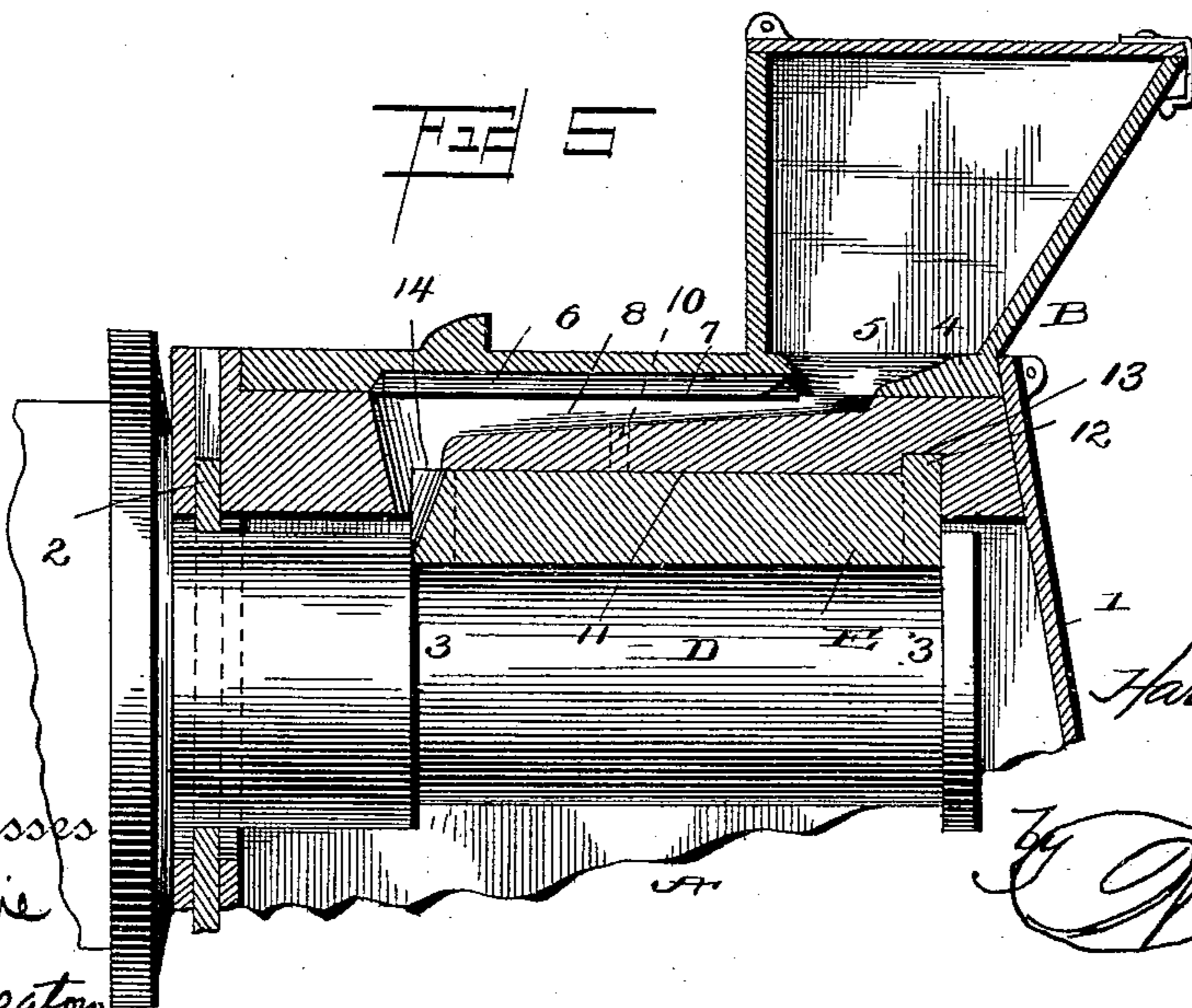
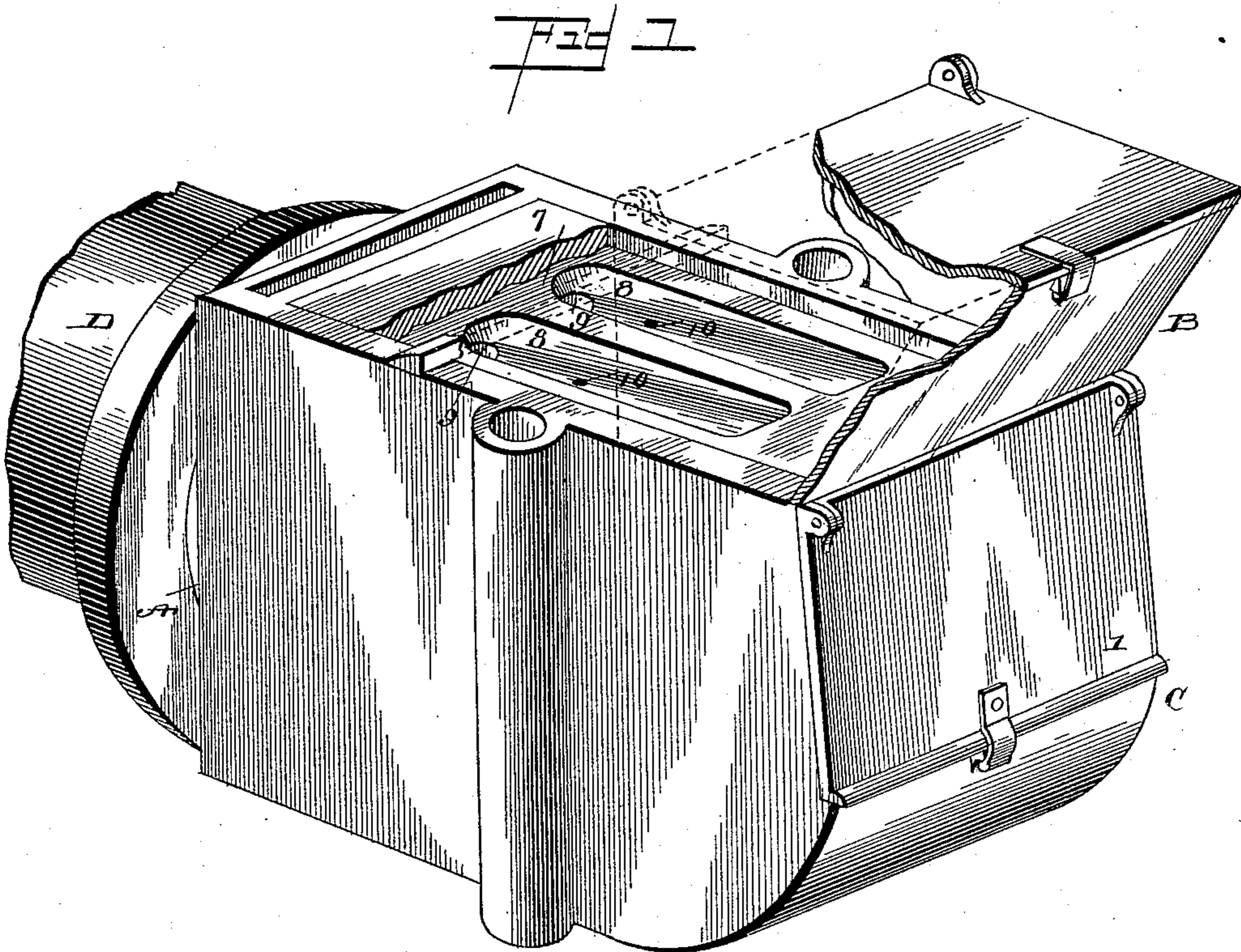
(No Model.)

2 Sheets—Sheet 1.

H. V. CONWAY.
AXLE LUBRICATOR.

No. 484,088.

Patented Oct. 11, 1892.



Witnesses
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Inventor
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(No Model.)

2 Sheets—Sheet 2.

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Fig 4

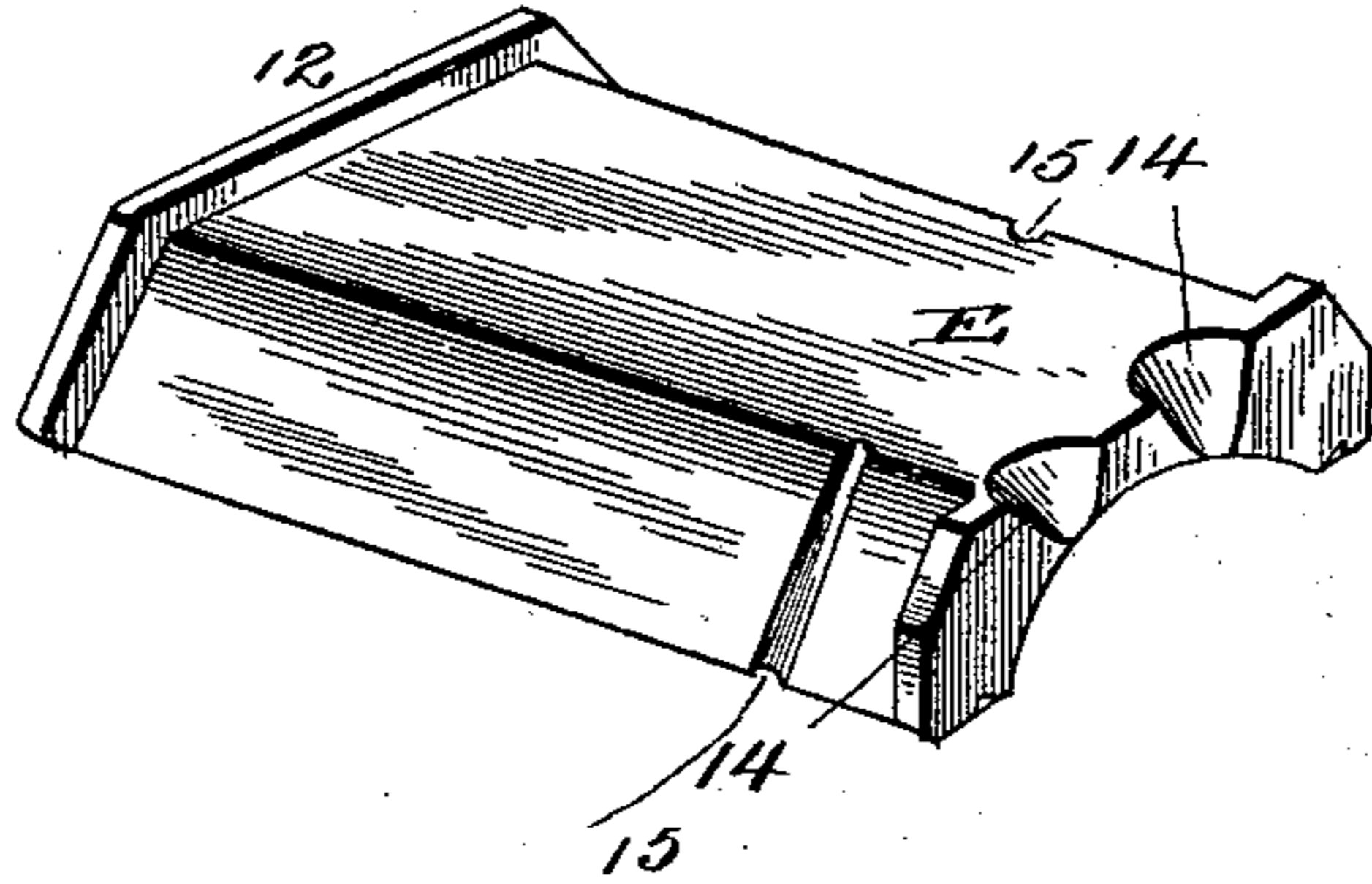


Fig 2

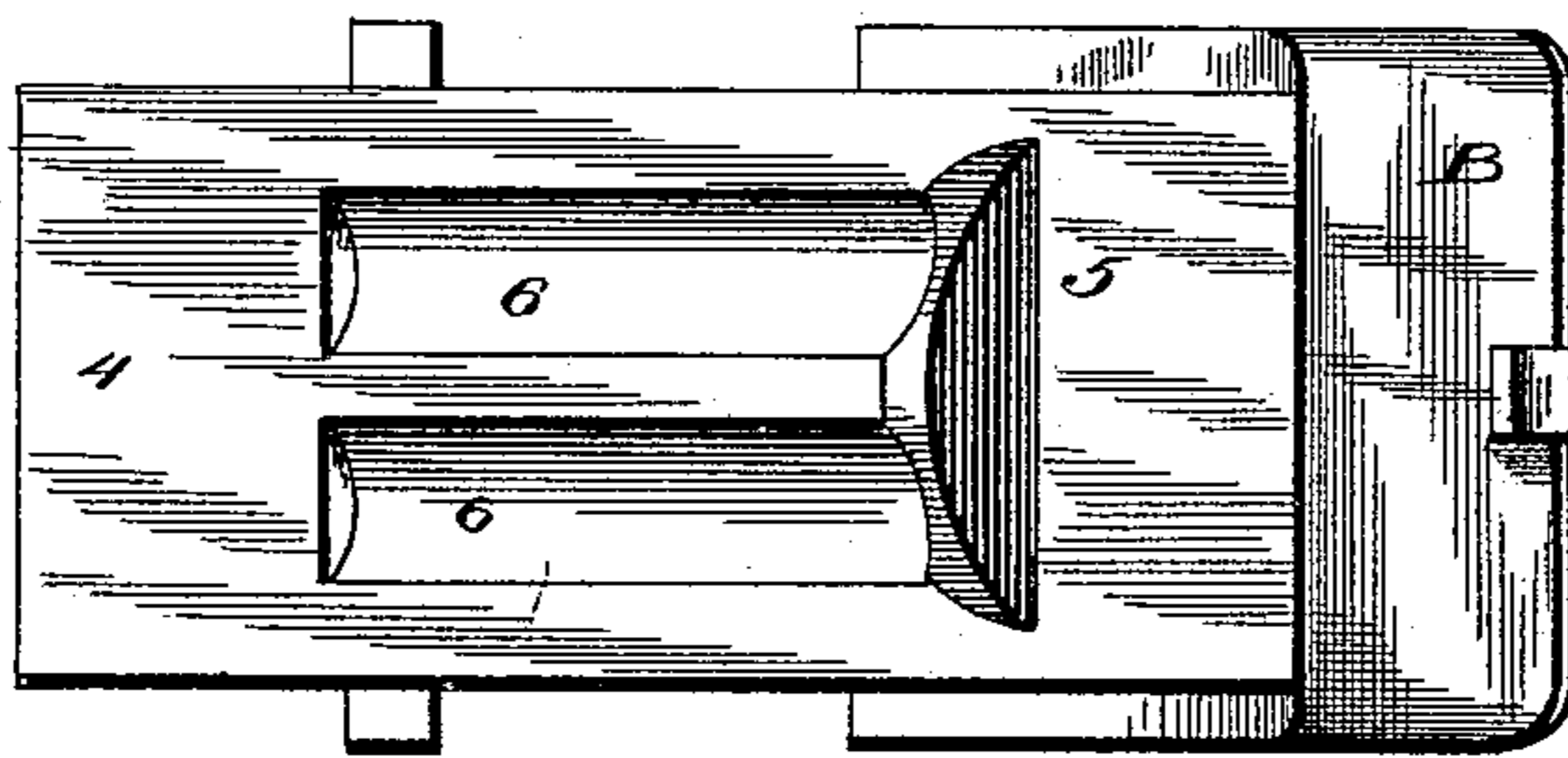
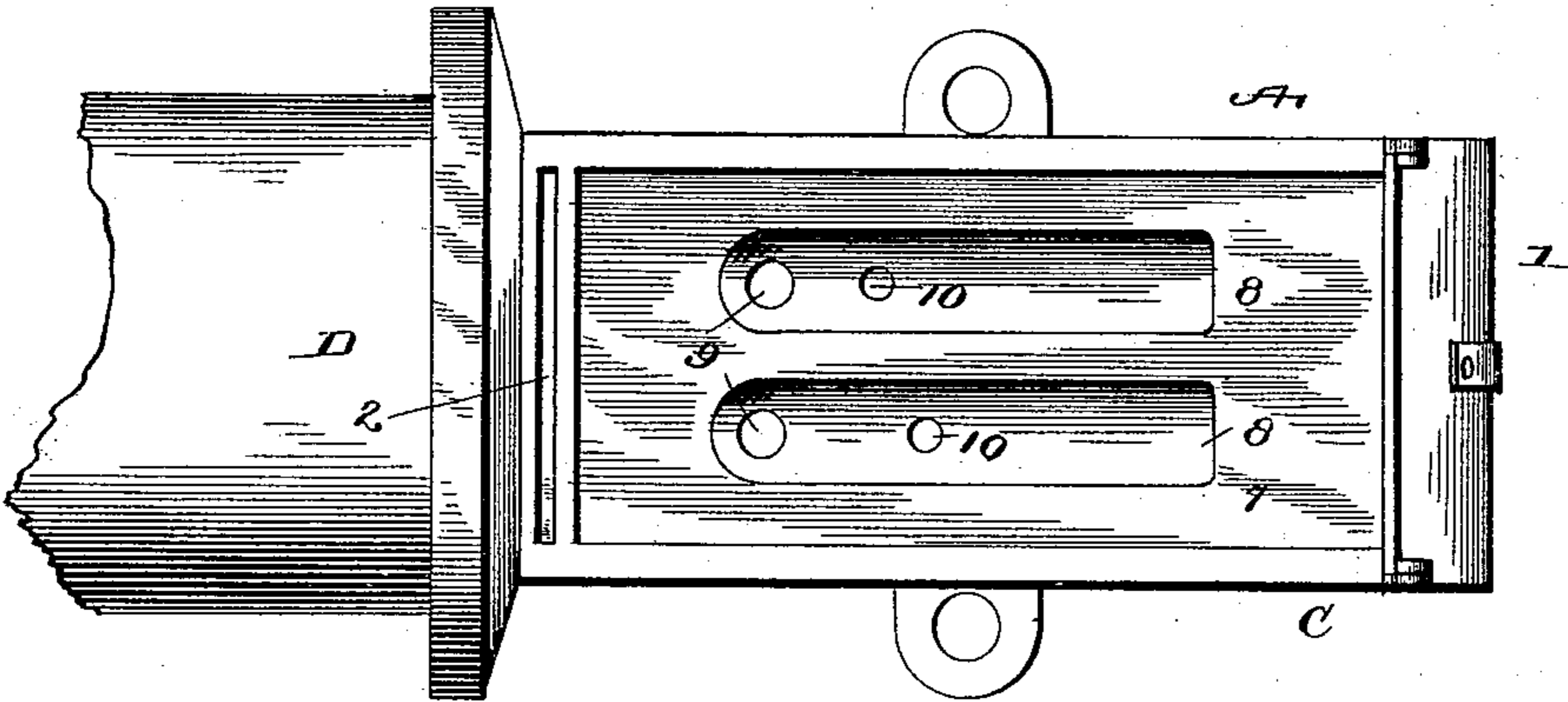


Fig 3



Witnesses

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UNITED STATES PATENT OFFICE.

HARRISON V. CONWAY, OF BOONE, IOWA, ASSIGNOR OF ONE-HALF TO ISAAC N. THROCKMORTON, OF SAME PLACE.

AXLE-LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 484,088, dated October 11, 1892.

Application filed October 12, 1891. Serial No. 408,422. (No model.)

To all whom it may concern:

Be it known that I, HARRISON V. CONWAY, a citizen of the United States, residing at Boone, in the county of Boone and State of Iowa, have
5 invented certain new and useful Improvements in Axle-Box Lubricators; and I do declare the following to be a full, clear, and exact description of the invention, such as
10 it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

15 This invention relates to an improvement in car-axle boxes; and it has for its objects to provide a car-axle box of such construction as to admit of the perfect and equal lubrication of the entire length of the axle and at the
20 same time prevent any undue waste of the lubricant, which will also save the lubricant, and which can be applied to the usual axle without changing the truck.

25 The invention consists in the novel construction and combination of parts of a car-axle box, as will be hereinafter fully described and claimed.

30 In the accompanying drawings, forming a part of this specification, and in which like letters and numerals of reference indicate corresponding parts, Figure 1 is a perspective view of the axle-box, partly broken away to show the relative positions of the different parts. Fig. 2 is a bottom plan view of the
35 oil-reservoir removed from the box, showing the oil-channels formed in its underside. Fig. 3 is a top plan view of the box, the oil-reservoir removed, showing the channels and outlets for feeding the oil to the axle. Fig. 4 is
40 a detail view of the brass removed from the box. Fig. 5 is a longitudinal sectional view of my lubricator, the axle being in elevation.

Referring to the drawings, A designates the axle-box; B, the top oil-reservoir; C, the bottom oil-reservoir; D, the axle, and E the brass.
45 The box A is of the ordinary construction and is provided with the usual cover 1, through which the waste and oil is fed to the bottom oil-reservoir C, and with a sliding dust-guard
50 2 at its rear end. As these parts may be of

any preferred construction, a detailed description of them is deemed unnecessary.

The main feature of this invention is the top or supplemental oil-reservoir B, which is designed to supply oil to the top of the axle, 55 and more particularly to those points which, as a rule, are not plentifully supplied with oil, and more particularly to the shoulder 3, where it contacts with the brass E. In order to accomplish this result, I provide holder or reservoir B, into which is placed suitable waste for holding the oil or other lubricant. The bottom 4 of the said holder is formed with an opening 5, through which the oil escapes, and the under side of the bottom 4 is provided 60 with a number of channels 6 for directing the flow of the oil to any desired point. The upper side of the top 7 of the box C is formed with a number of channels 8, which incline toward the rear end of the box and when the 70 holder C is in place register with the channels 6 in the latter. The channels 8 each terminate at their inner ends with an orifice 9, designed to admit oil to the rear portion of the axle, and intermediate the ends of the said 75 channels are smaller orifices 10 to supply oil to the axle along its length. The under side of the top 7 is formed with a rectangular seat 11, in which fits the brass E, which latter is provided with a flange 12, designed to engage 80 a recess 13 in the seat to keep the brass in position. The brass is provided with end recesses or channels 14, which register with the orifices 9, and with side channels 15, which register with the orifices 10, whereby to admit 85 of the lubricant finding easy ingress to the interior of the box.

Having thus described the different parts of my device, its operation will be apparent. The manner in which the lower oil-reservoir 90 is constructed the same as with those in use on ordinary car-axle boxes. The upper oil-reservoir, however, acts differently in that it allows the oil to be fed to the axle in a liquid state instead of by contact with oil-soaked 95 waste. By this means all portions of the axle are thoroughly oiled, and more particularly the rear portion, which latter is accomplished by means of the channels and orifices already described.

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

In a car-axle lubricator, the combination of
5 the box having the lower oil and waste holder,
the oil-reservoir mounted on the box and hav-
ing oil-channels, oil-channels in the box, com-
municating with the channels of the reservoir,
a brass fitting in the box and having channels
10 communicating with the channels of the box,

said channels of the box and brass leading to
the inner shoulder of the axle, substantially
as described.

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

HARRISON V. CONWAY.

Witnesses:

GEO. W. CROOKS,
J. HONISTEIN.