

(No Model.)

J. P. HICKS.
WAGON OILING DEVICE.

No. 559,329.

Patented Apr. 28, 1896.

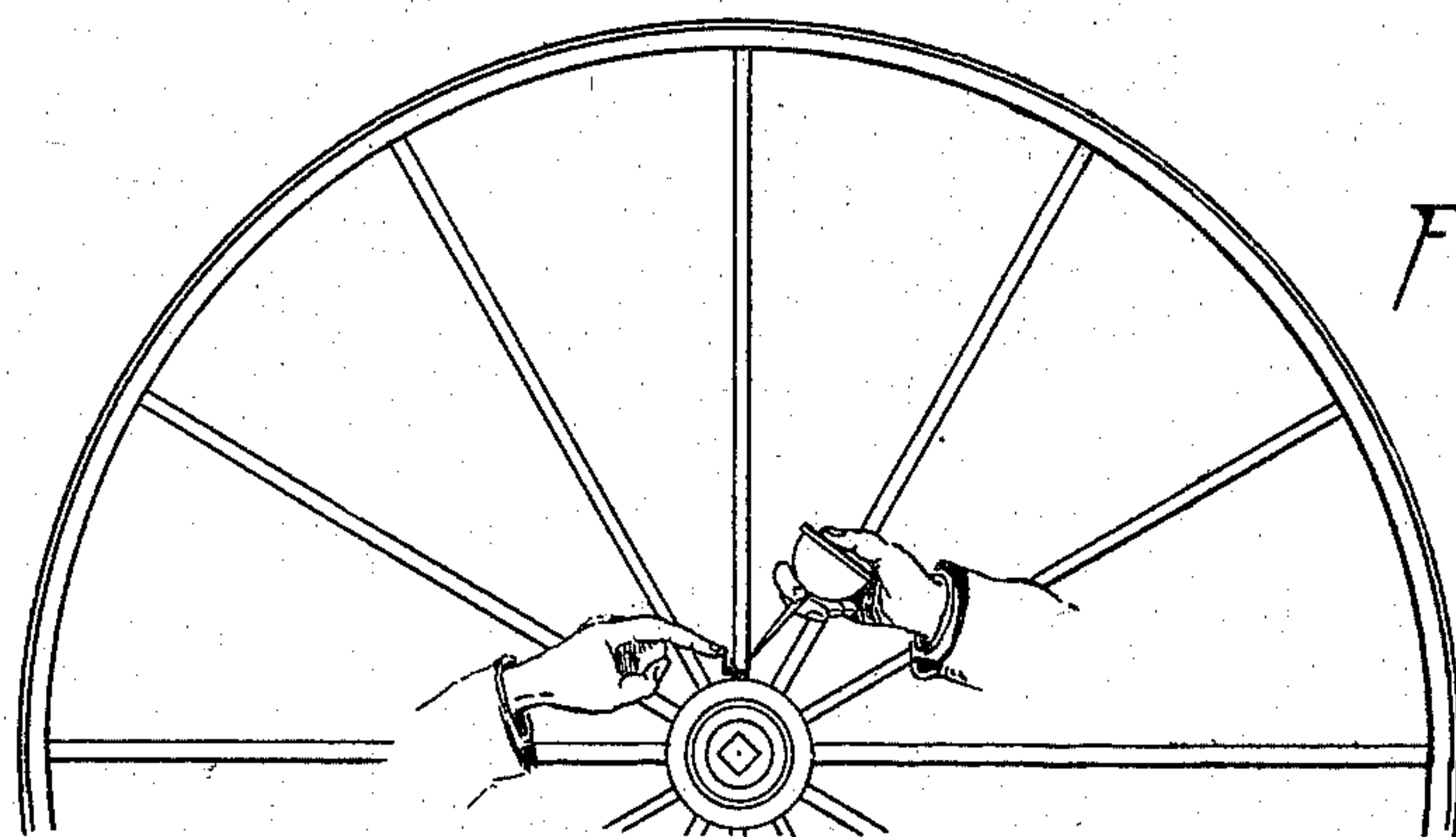


FIG. 1.

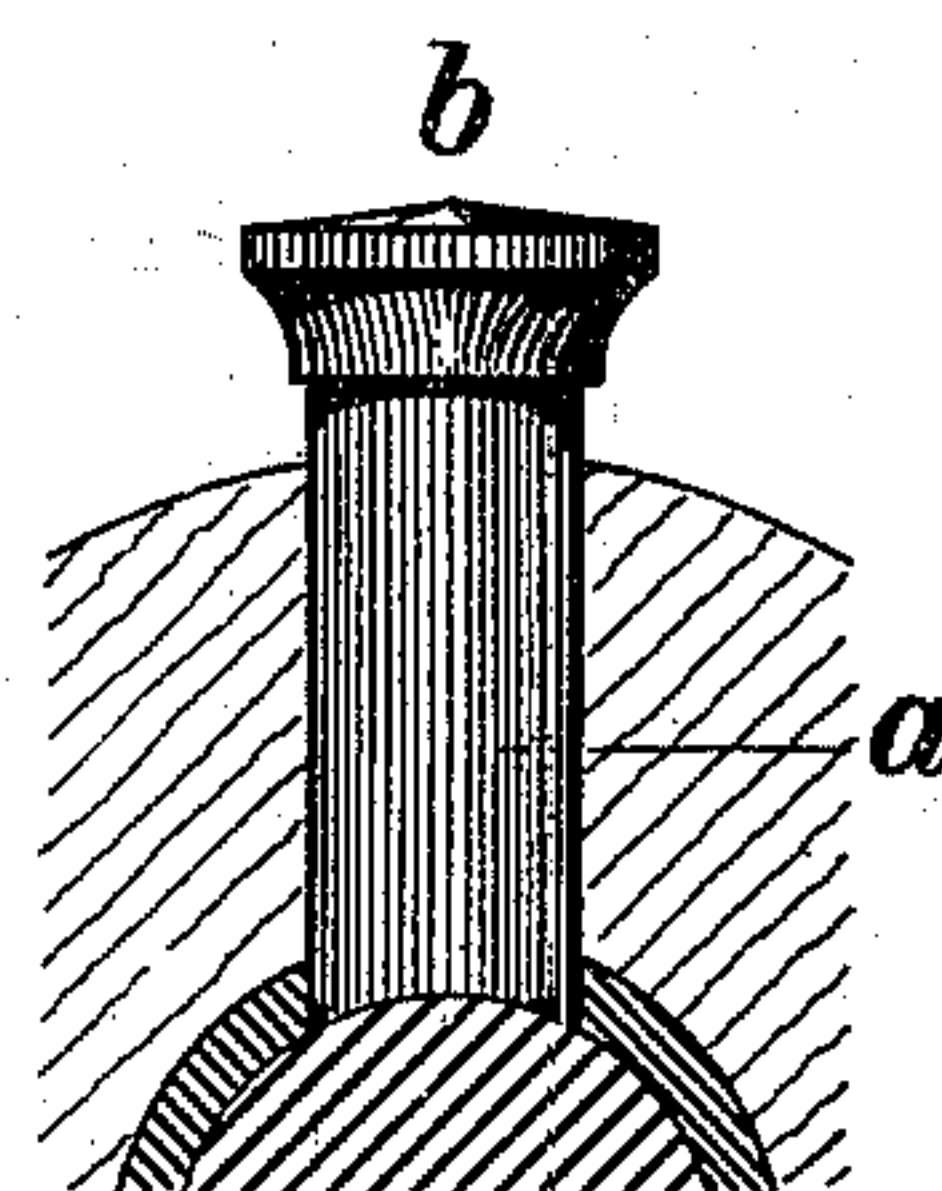
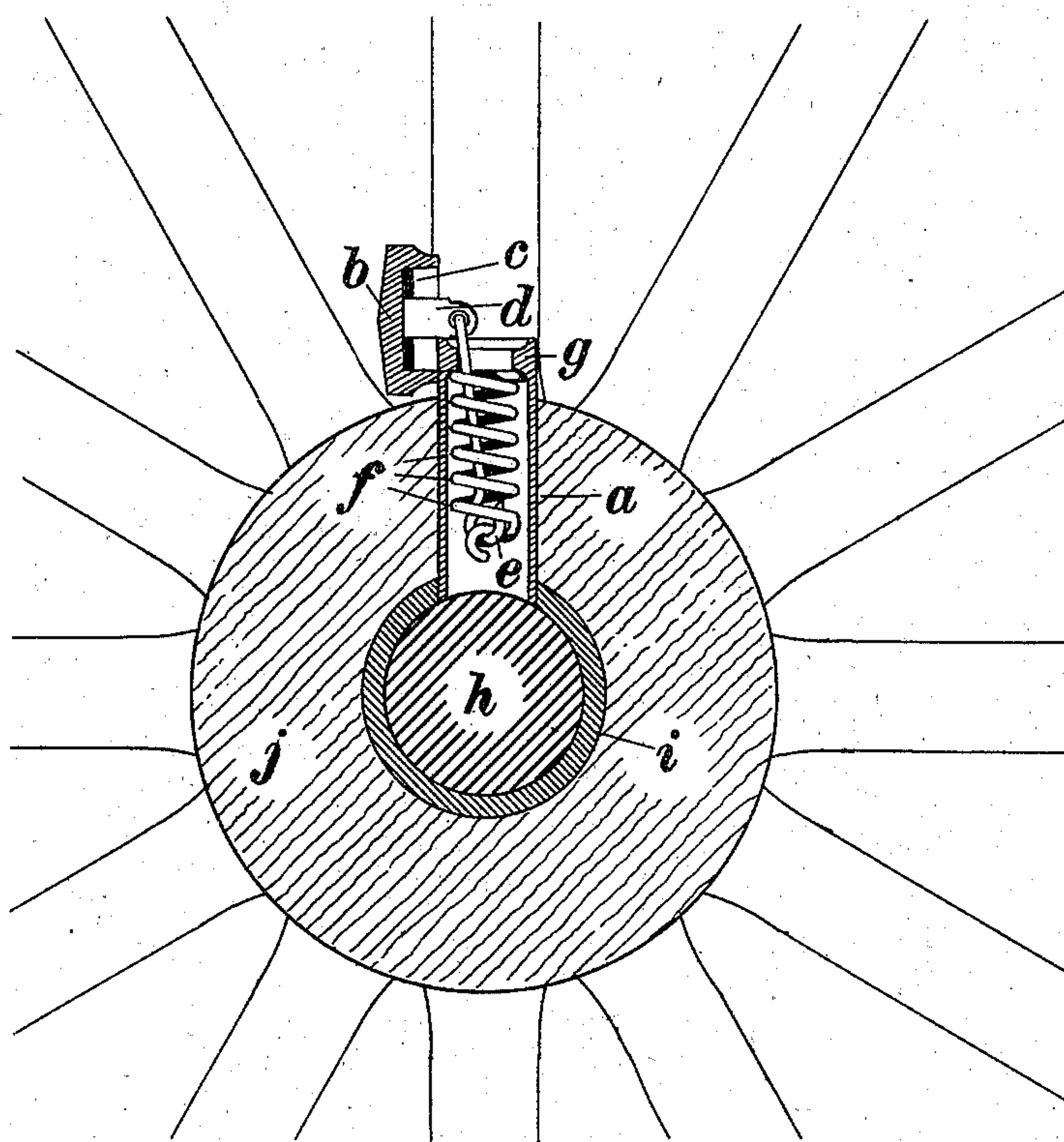


FIG. 2.

FIG. 3.

WITNESSES:

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JAMES PROCTER HICKS, OF ST. JOHNSBURY, VERMONT.

WAGON-OILING DEVICE.

SPECIFICATION forming part of Letters Patent No. 559,329, dated April 28, 1896.

Application filed September 10, 1895. Serial No. 562,068. (No model.)

To all whom it may concern:

Be it known that I, JAMES PROCTER HICKS, a citizen of the United States, residing at St. Johnsbury, in the county of Caledonia, State of Vermont, have invented certain new and useful Improvements in Wagon-Oiling Devices, of which the following is a description, reference being had to the accompanying drawings and to the letters of reference marked thereon.

My invention is an improved spring-cap wagon-oiling device adapted to be applied to the hubs of carriages, wagons, or other vehicles, whereby the axle may be readily lubricated from the exterior.

The invention consists of a hollow tube passing through the hub of the wheel and the axle-box, communicating at its inner end with the axle and being provided at its outer end with a spring-cap.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of part of a wheel, illustrating the manner of oiling the same when it is supplied with my invention. Fig. 2 is an enlarged view, partly in section, showing my spring-cap wagon-oiler with the cap in position on top of the tube; and Fig. 3 is a cross-section of the hub of a wheel, showing my invention applied thereto.

In the drawings, the hub of the wheel is represented at *j*, and is shown with the usual spokes radiating therefrom. The axle is represented at *h* and the axle-box at *i*. The hub and axle-box are cut away to allow of the passage therethrough of the tube *a*, of brass or other suitable material, said tube at its inner end communicating with the axle of the wheel. At its outer end it projects above the periphery of the hub and is provided with an interior flange *g*, against the under side of which bears one end of a spring *f*, which spring at its lower end is hooked and connected to a vertical rod or wire *e*, which passes up through the tube and is attached at its upper end to the lug *d* on the under side of the cap *b*. The

cap *b* is in internal diameter greater than the external diameter of the tube *a*, so that when in position it fits snugly over the top of said tube, and it is furthermore provided with an interior packing *c*, which fits down over the top of the tube, making a tight joint. The interior annular flange *g* is below the top of the tube, so that the lug *d* on the bottom of the cap when in an open position, as shown in Fig. 3, bears upon the top of the tube as a fulcrum, and when moved beyond the position shown in Fig. 3 the spring *f* will act to tilt the cap on the top of the tube as a fulcrum and cause it to resume its closed position. By supporting the spring loosely within the tube there will be no danger of distortion of the same by turning of the cap.

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

1. The herein-described vehicle-axle oiler, comprising a tube communicating at one end with the axle and having at its opposite end a cap, and a spring loosely supported within said tube and a rod connecting the lower end of said spring with the cap; substantially as described.

2. The herein-described oiling device in combination with the axle, axle-box and hub of a vehicle, comprising a tube extending through the hub and axle-box, and communicating with the axle, said tube being provided with an interior flange, *g*, a spring loosely supported within said tube and bearing at its upper end against said flange, a rod secured to the lower end of said spring, a cap provided with a lug having a fulcrum on the top of said tube, said lug being connected with the rod; substantially as described.

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

JAMES PROCTER HICKS.

Witnesses:

A. C. RANDALL,
H. J. GOODRICH.