

(No Model.)

O. HOFFMAN & J. CURRAN.
LUBRICATOR.

No. 599,839.

Patented Mar. 1, 1898.

Fig. 1.

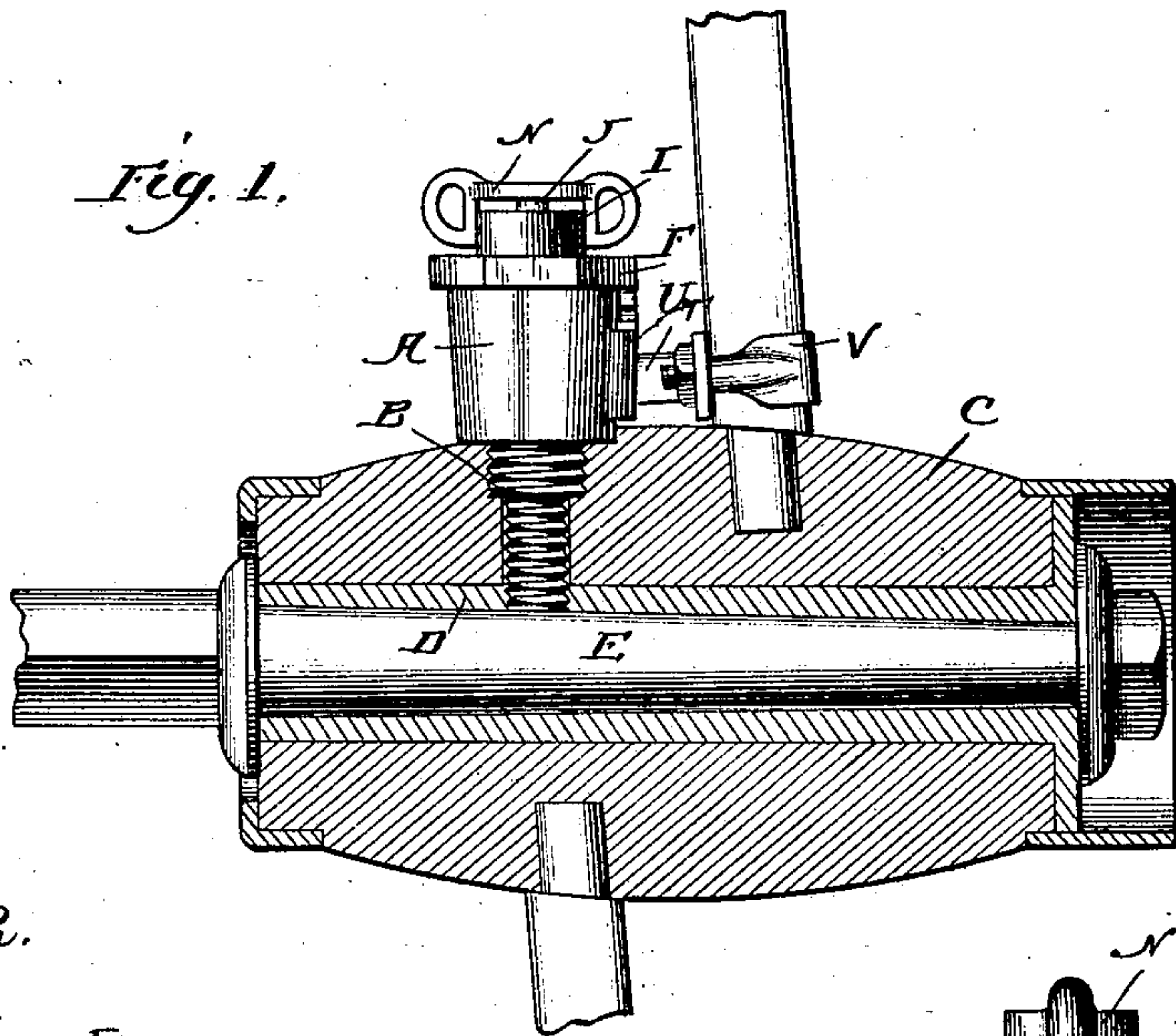


Fig. 2.

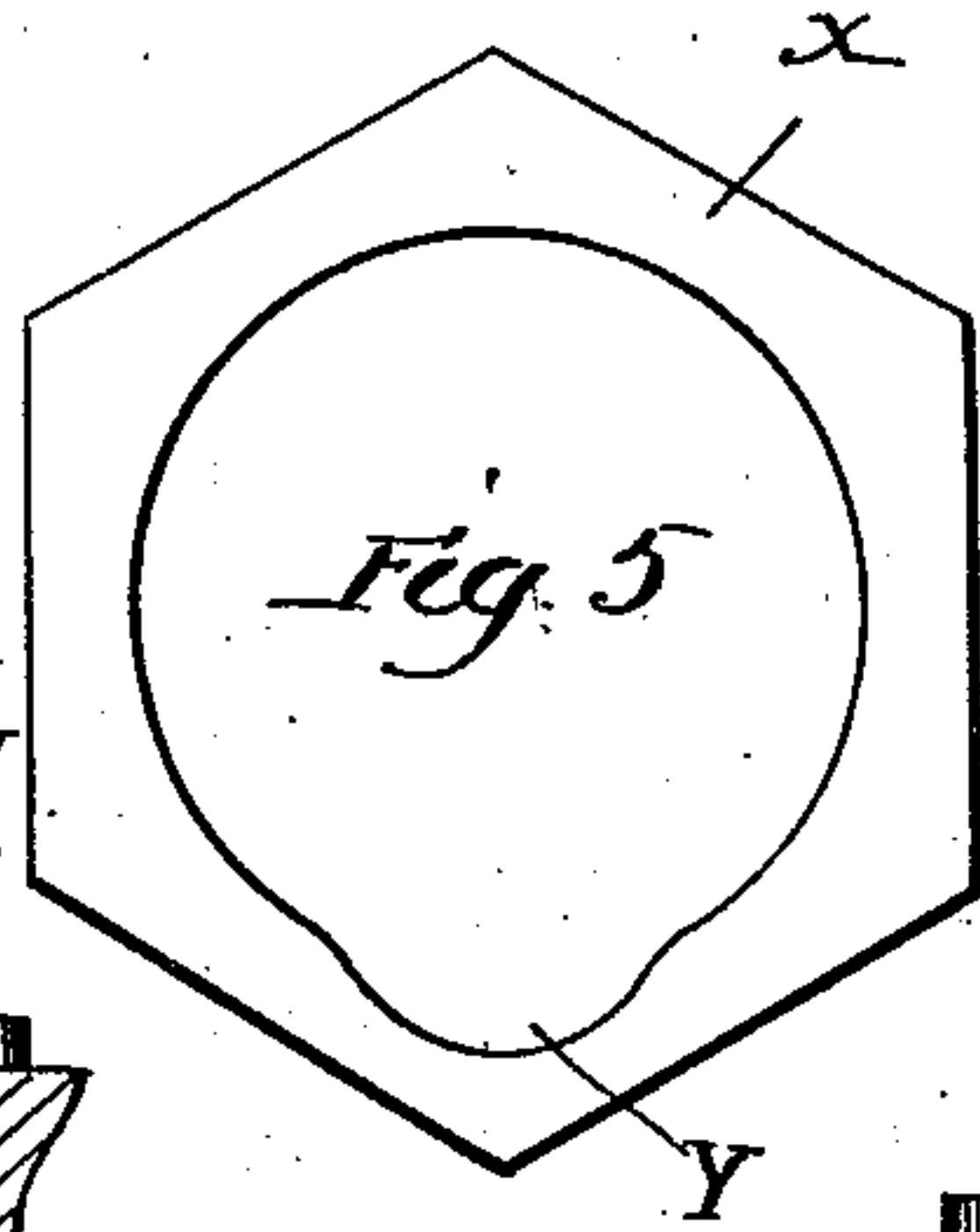
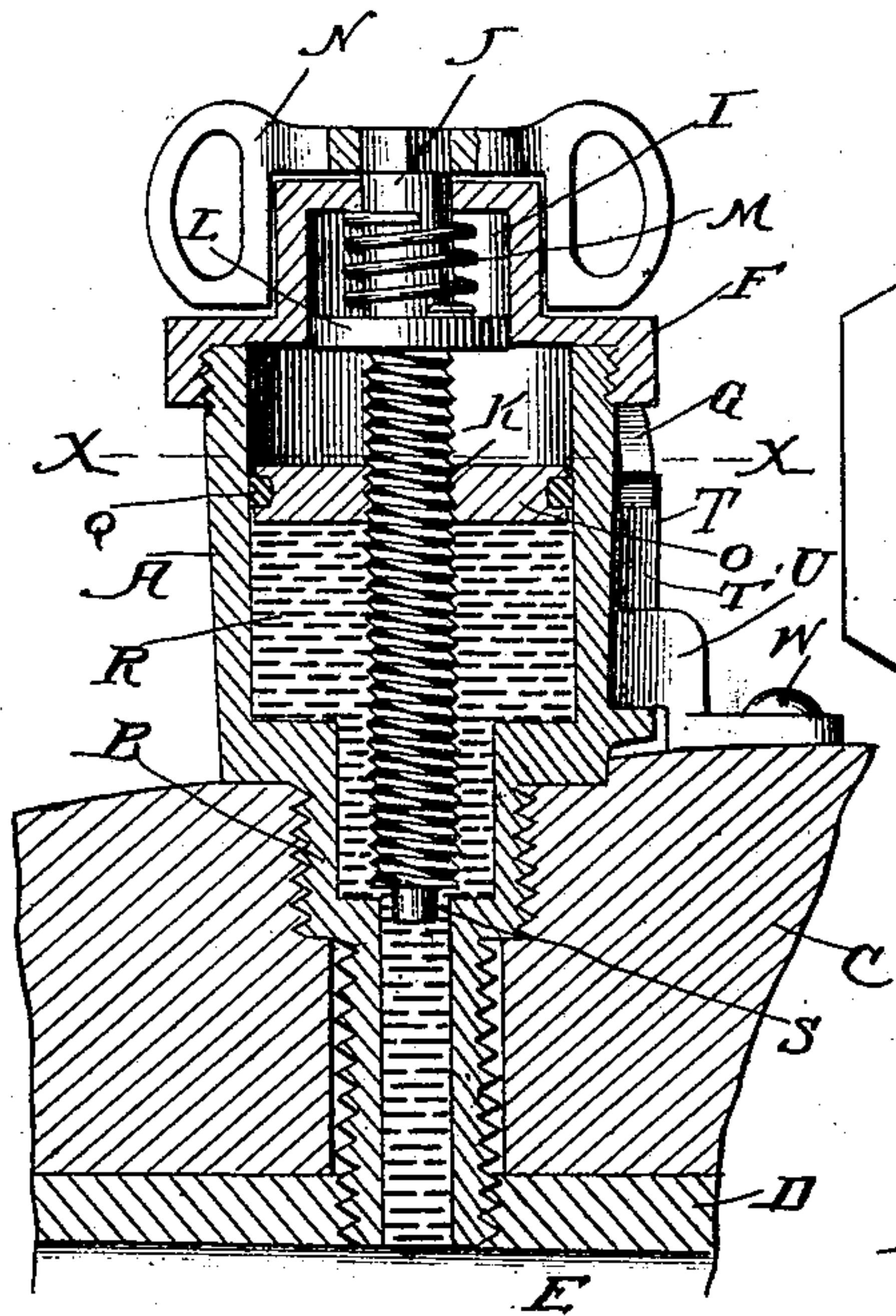


Fig. 3.

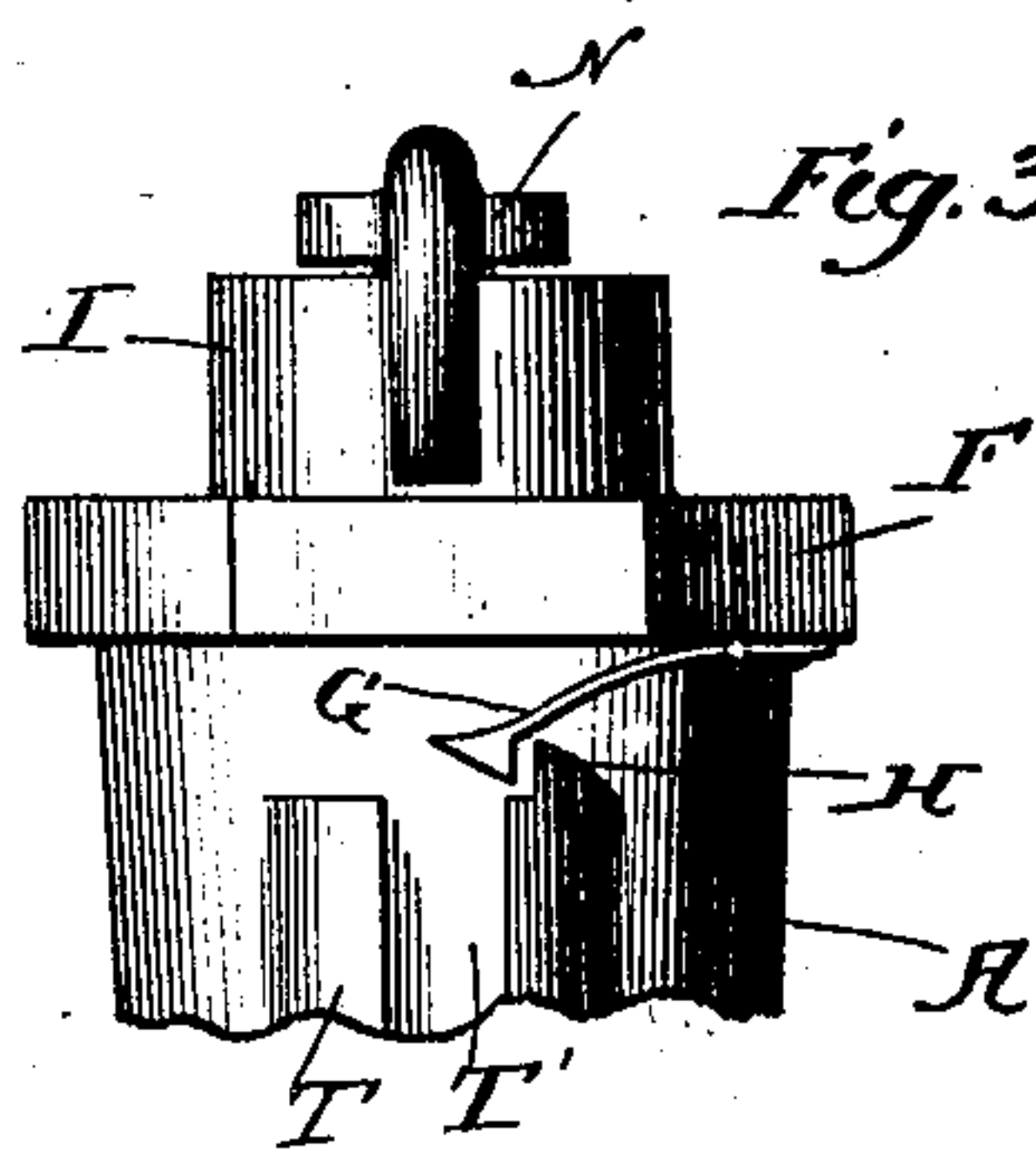


Fig. 4.

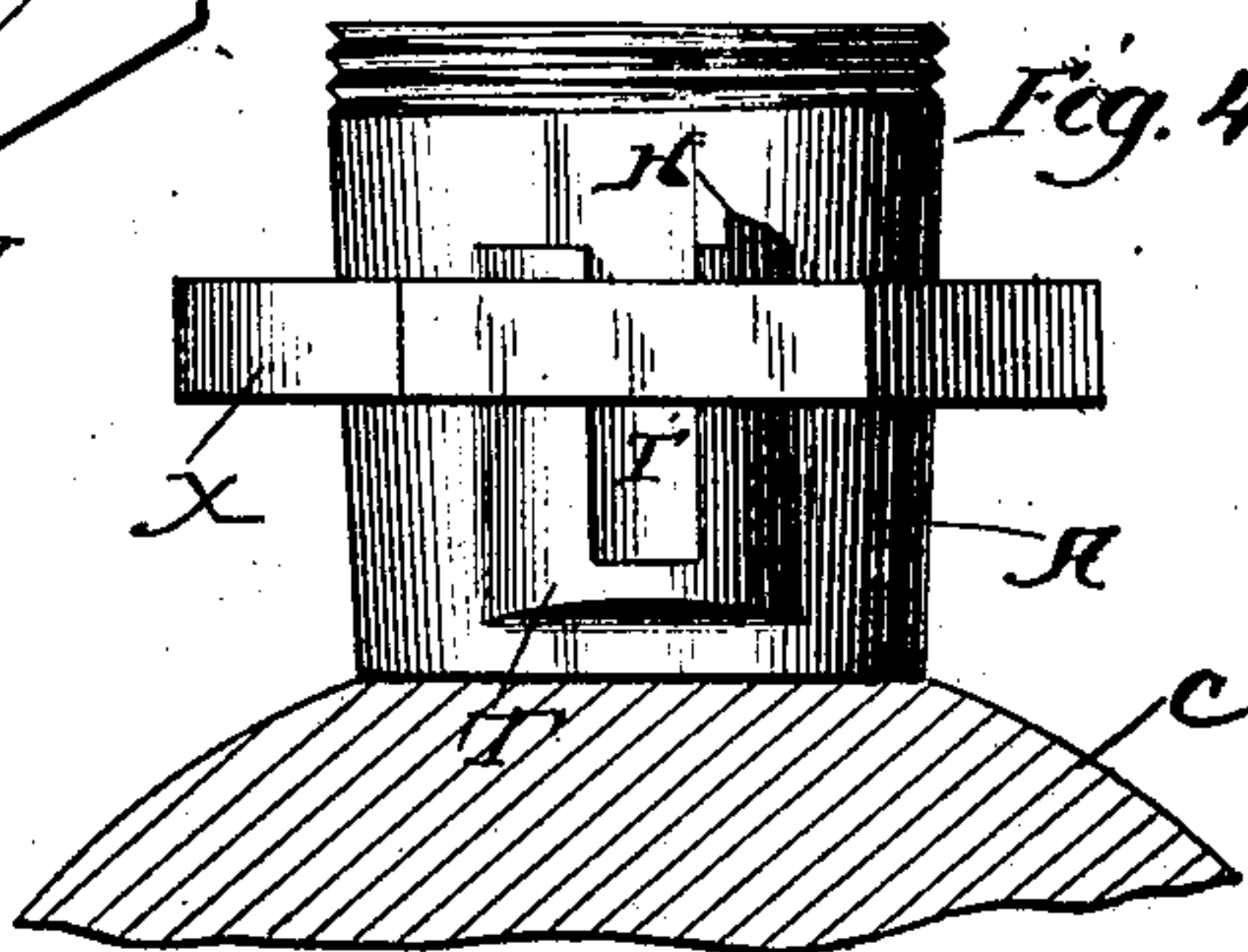
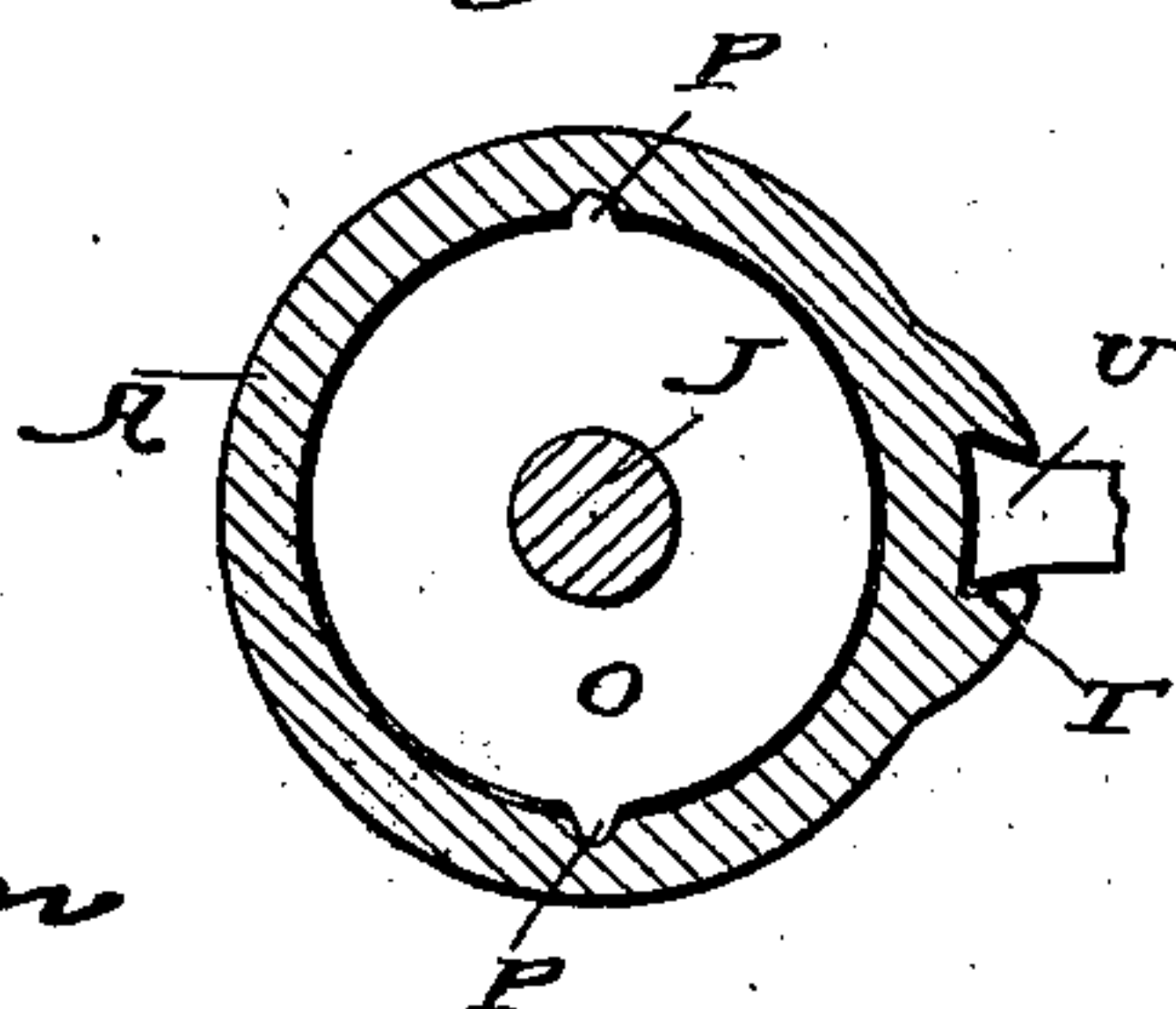


Fig. 6.



WITNESSES

H. B. Hallock.
S. J. Williamson

INVENTORS:

Oliver Hoffman.
James Curran.
BY
Geo. H. H. H. H.

ATTORNEY.

UNITED STATES PATENT OFFICE.

OLIVER HOFFMAN AND JAMES CURRAN, OF WILMINGTON, DELAWARE.

LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 599,839, dated March 1, 1898.

Application filed December 8, 1896. Serial No. 614,896. (No model.)

To all whom it may concern:

Be it known that we, OLIVER HOFFMAN and JAMES CURRAN, citizens of the United States, residing at Wilmington, in the county of New Castle and State of Delaware, have invented a certain new and useful Improvement in Devices for Attaching Oil-Cups to Vehicle-Hubs, of which the following is a specification.

Our invention relates to a new and useful improvement in devices for attaching oil-cups to vehicle-hubs, and has for its object to provide a simple, cheap, and efficient article by which an oiler is secured in place.

With these ends in view the invention consists in the details of construction, combination, and arrangement of elements to be hereinafter more fully set forth, and specifically designated in the claim.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, reference is had to the accompanying drawings, forming part of this specification, wherein like characters of reference denote corresponding parts in the several views, in which—

Figure 1 is a section of a hub, showing an oil-cup applied thereto, illustrating one manner of preventing it from turning; Fig. 2, an enlarged section of the oiler secured in place by being threaded into the hub and also further secured by the clip screwed to the hub. Fig. 3 is a side view in elevation of the upper portion of the oiler, illustrating the spring for retaining the cap from retrograde movement. Fig. 4 is a side elevation of the oiler, the cap being omitted and showing the wrench-ring surrounding the same, by means of which it is to run into or out of the hub. Fig. 5 is a plan view of the wrench-ring. Fig. 6 is a sectional view at the line *xx* of Fig. 2.

In the drawings, A represents a cup of suitable shape and size and with which is formed a shank B, having external threads thereon and a passage therethrough. This shank is adapted to be threaded into the hub C of a vehicle, its end extending through the box D to the spindle E, to which the lubricant is adapted to flow through the passage. A cap F is arranged to run upon the upper threaded end of the cup and prevented from backing thereoff by the spring-latch G, the

nose of which is adapted to engage with the lug H, as clearly shown in Fig. 3.

The cap F is provided with a dome I, through which the spindle J, having a reduced lower end S, passes, said spindle being threaded throughout the greater portion of its length, as indicated at K, by a left-hand thread, above which is secured a collar L, said collar fitting snugly within the dome and having interposed therebetween and the top of the dome the spring M. A thumb-lever N is secured to the upper end of the spindle, by means of which the latter may be revolved in either direction, for the purpose presently set forth.

A plunger O is fitted within the cup and held against rotation, while it is permitted to slide up and down therein, by the lugs P, which fit in corresponding grooves in the sides of the cup, after the manner of a spline, and through this plunger is threaded the spindle K, so that when the spindle is rotated in either direction the plunger will be raised or lowered, as the case may be, and the pressure lessened or increased on the lubricant, which is indicated by the broken lines at R. The plunger is caused to fit the interior of the cup snugly by the packing-ring Q, made of any suitable material and fitted in a groove in the periphery of the plunger. In order that the shank be comparatively easily screwed in place, we provide the wrench-ring X, here shown as hexagonal in shape and having an opening therethrough of sufficient size to pass over the cup, and a cut-out portion Y is formed in its inner rim for embracing an enlargement T, provided at the side of the cup.

While the threaded shank is usually sufficient to hold the cup in place upon the hub, it is sometimes desirable to further secure said cup, and this we accomplish by forming a dovetail groove T' in the enlargement T and fitting therein a dovetail clip U and securing the clip to one of the spokes by a yoke V, as shown in Fig. 1, for running a screw W through the clip into the hub, as shown in Fig. 2.

From the foregoing description it will be seen that the cup is applied by placing the ring X on the cup, the enlargement T fitting in the cut-out portion T, and with the use of a wrench on the ring the cup may be easily and

quickly secured in its proper place. The ring is then removed and the clip U slipped into the dovetail groove and secured in either of the ways above described, when the cup will be
5 held stationary until the clip has been removed.

Having thus fully described our invention, what we claim as new and useful is—

10 In an oiler, a cup, provided with a threaded shank, said shank having a passage there-through, an enlargement formed on the side of the cup, a ring having a notch formed in its inner rim, said ring being adapted to fit

over the cup, flat surfaces formed on the ring, which a wrench may engage, substantially as 15 described.

In testimony whereof we have hereunto affixed our signatures in the presence of two subscribing witnesses.

OLIVER HOFFMAN.

JAMES ^{his} × CURRAN.
mark

Witnesses:

S. S. WILLIAMSON,
JOHN F. DALEY.