

No. 662,596.

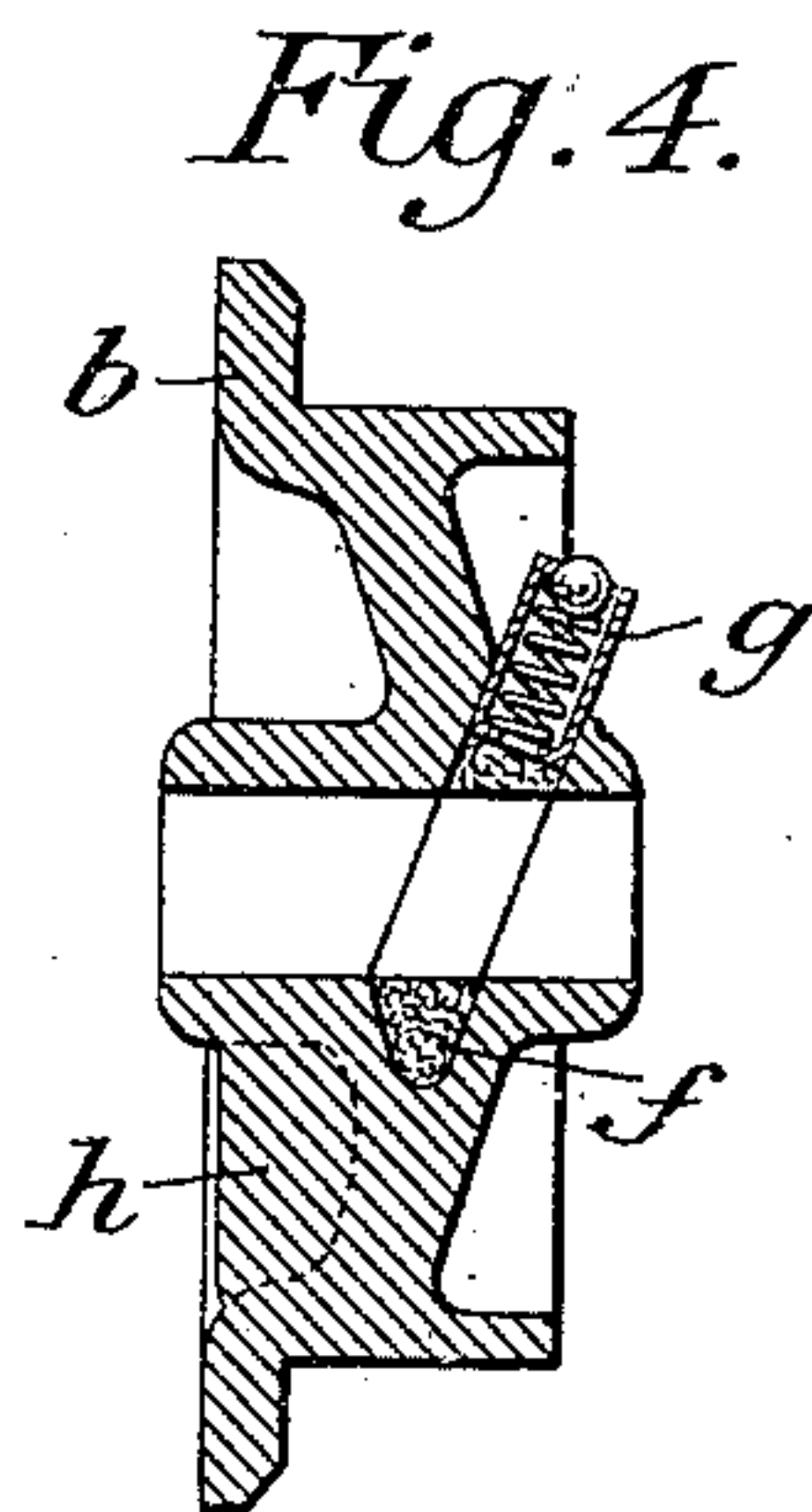
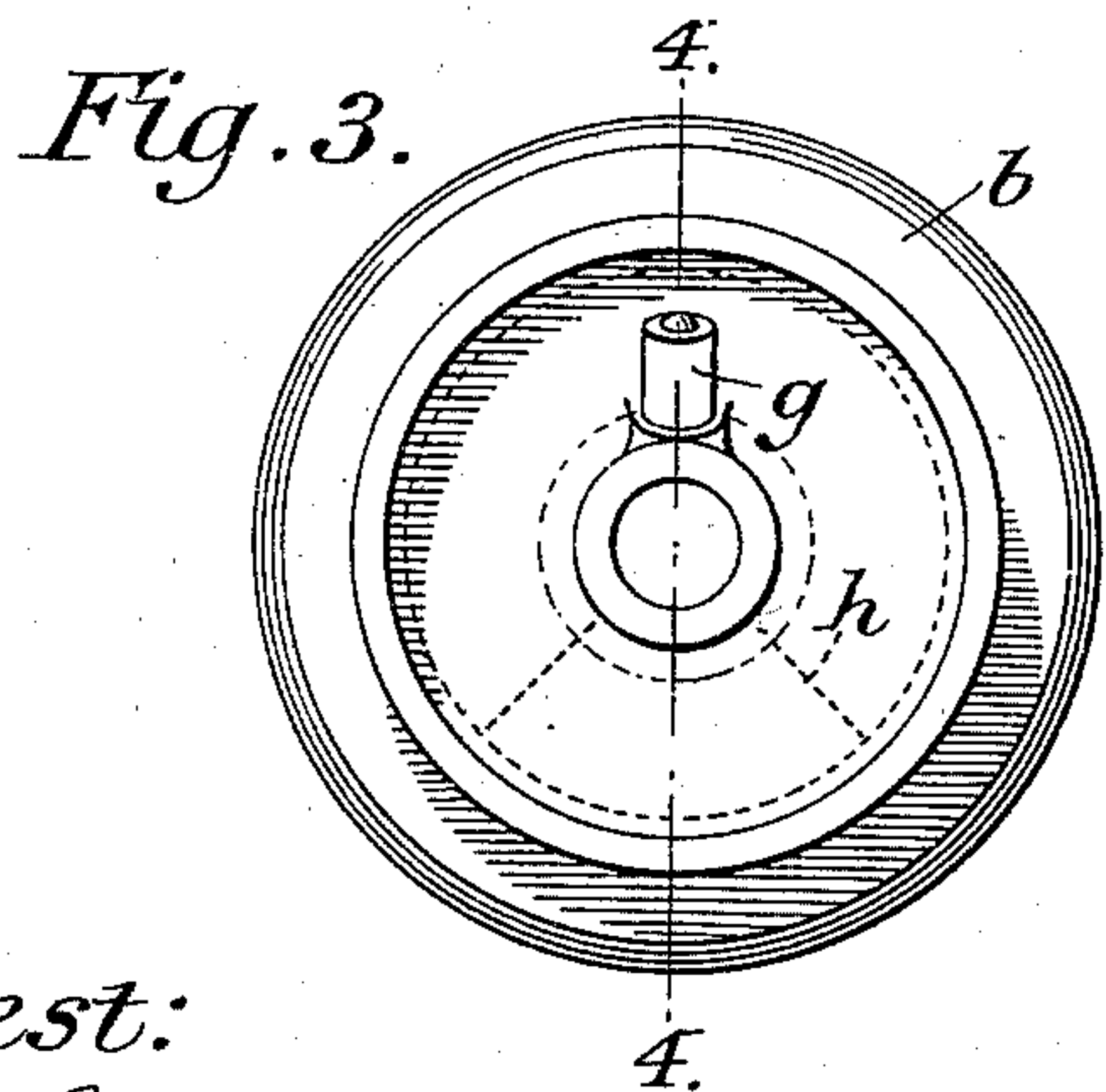
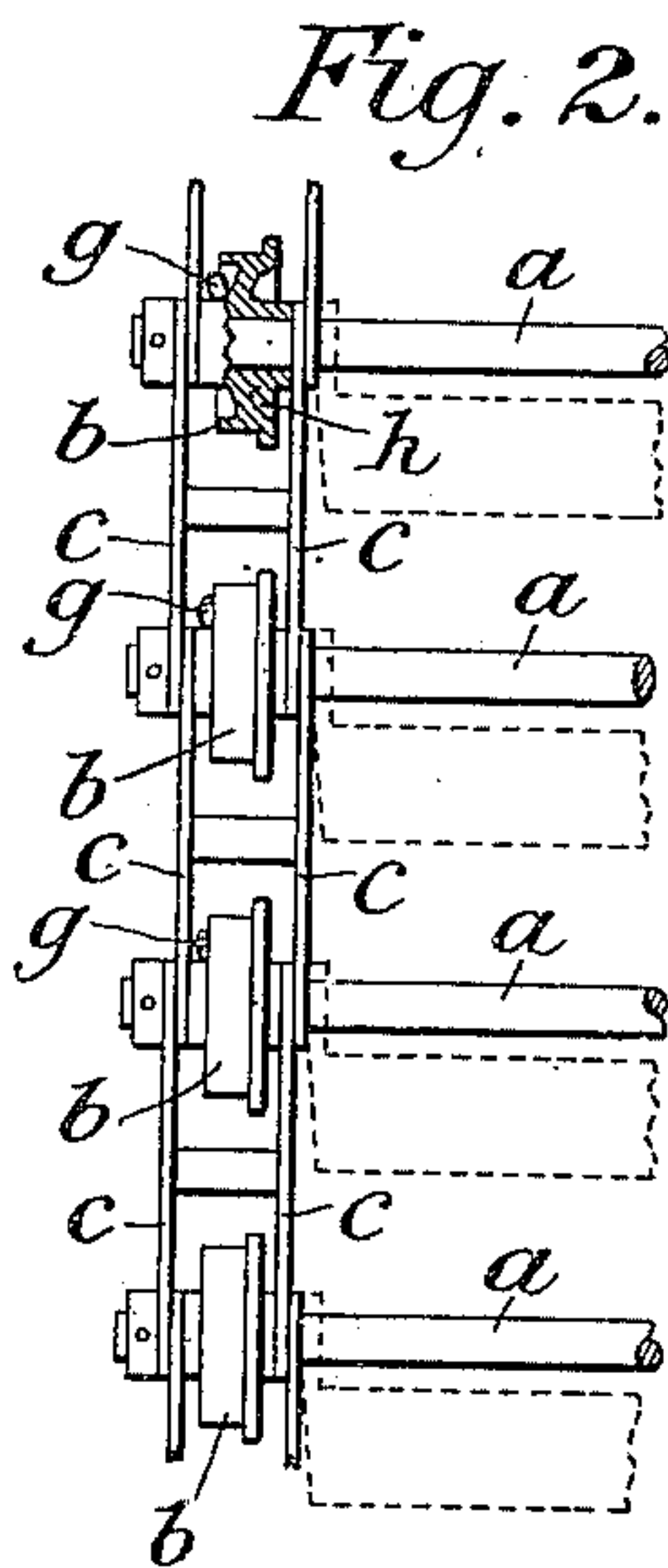
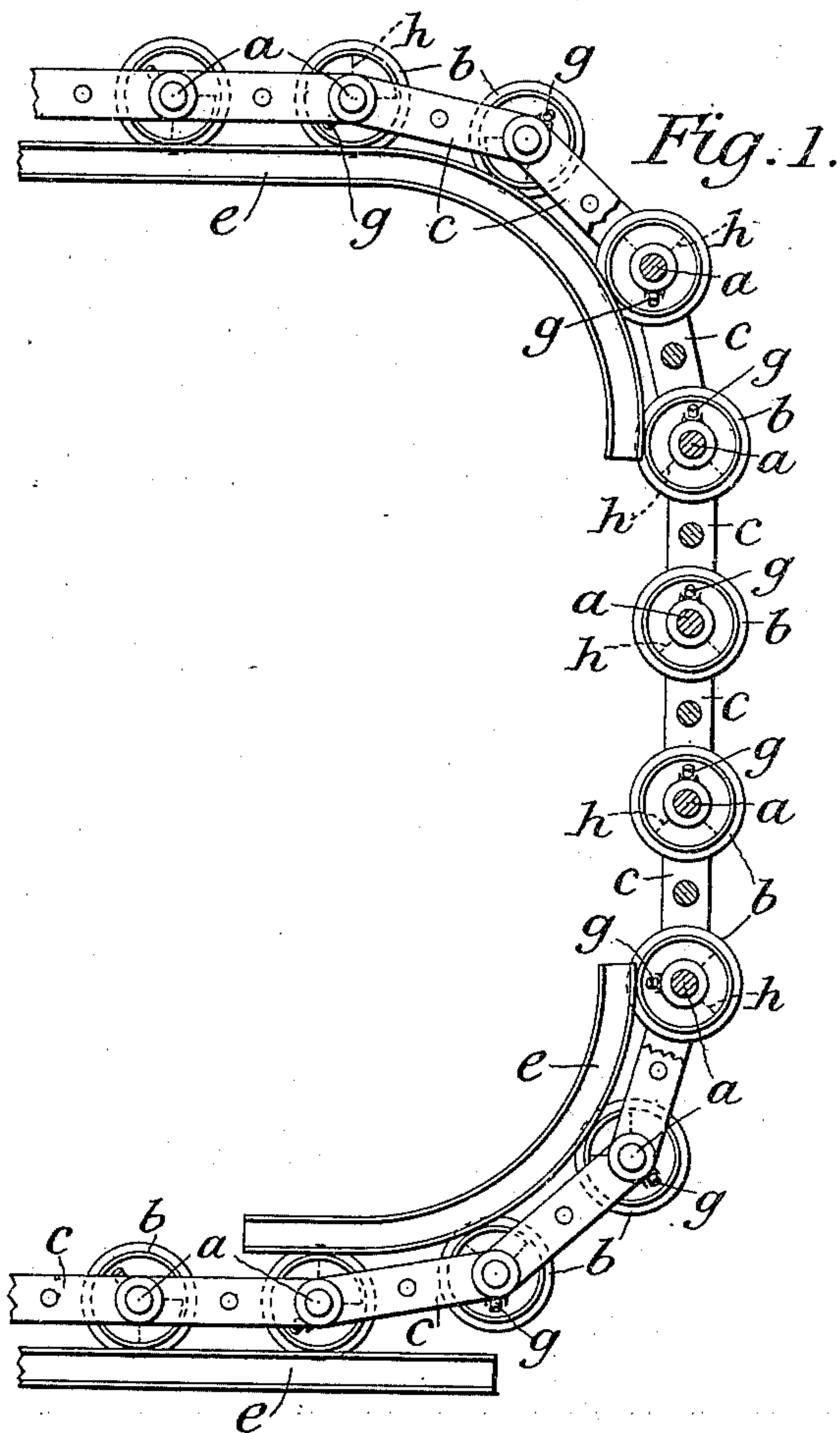
Patented Nov. 27, 1900.

C. W. HUNT.

LUBRICATING CONVEYER WHEEL.

(Application filed Apr. 14, 1900.)

(No Model.)



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UNITED STATES PATENT OFFICE.

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LUBRICATING CONVEYER-WHEEL.

SPECIFICATION forming part of Letters Patent No. 662,596, dated November 27, 1900.

Application filed April 14, 1900. Serial No. 12,814. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. HUNT, a citizen of the United States, residing in the city of New York, (West New Brighton,) borough of Richmond, State of New York, have invented certain new and useful Improvements in Lubricating Conveyer-Wheels, of which the following is a specification, reference being had to the accompanying drawings, forming a part hereof.

This invention relates to the general class of endless-chain conveyers. Such conveyers are subject to heavy loads, and on account of their great length it becomes a matter of importance to keep the conveyer-wheels which carry the load at all times thoroughly lubricated. The nature of the material which is carried generally necessitates the use of closed or self-closing lubricators in order that grit may be kept from the bearings as much as possible, and the construction of the conveyer is generally such as to make it difficult to get at such closed or self-closing lubricators or oil-cups for the purpose of supplying lubricant unless the conveyer-wheel which carries the lubricator or oil-cup happens to be in the proper position.

It is the object of this invention to provide a conveyer-wheel which shall insure the proper presentation of the lubricator or oil-cup when the wheel is relieved of pressure, as when it passes from one track to another.

The invention is more fully described hereinafter with reference to the accompanying drawings, in which it is illustrated, and in which—

Figure 1 is a diagrammatic view showing a portion of a conveyer to which the invention is applied. Fig. 2 is a detail plan view, on a larger scale, of a portion of the conveyer-chain. Fig. 3 is an elevation, on a still larger scale, of one of the conveyer-wheels. Fig. 4 is a section on the plane indicated by the line 4 4 of Fig. 3.

As represented in Figs. 1 and 2, the conveyer-chain is usually composed of shafts or axles *a*, conveyer-wheels *b*, mounted loosely on the shafts or axles *a*, and double links *c*, between the members of which the conveyer-wheels are included. The tracks upon which

the wheels travel are indicated at *e*. Each wheel is provided with an oil-reservoir *f*, preferably filled with felt or other absorbent material, and with an oil-cup or lubricator *g*, which is adapted to be closed and is preferably of the self-closing type, as indicated in the drawings. It will be evident that the oil-cup should be uppermost when the oil is introduced, and, furthermore, that it should remain uppermost for a short time in order that the oil may enter the reservoir and be taken up by the absorbent therein. In order, therefore, that the oil-cup may be caused to stand above the axis of the wheel as soon as the wheel is relieved of pressure, as when it passes from one part of the track to another part, and in order that the oil-cup may remain uppermost during such passage of the wheel, the wheel is provided at a point on the opposite side of the axis from the oil-cup with a counterweight *h*. As soon, therefore, as the wheel is relieved of pressure it will rotate until the counterweight stands at the lowest point and the oil-cup is brought to the highest point or more or less to one side thereof, so that it will be readily accessible for the purpose of introducing oil even while it is traveling onward with the chain.

I claim as my invention—

1. A conveyer-wheel having an oil-cup on one side of its axis and a counterweight on the other side of its axis, whereby the oil-cup is brought uppermost as the wheel is relieved of pressure, substantially as shown and described.

2. In an endless-chain conveyer, the combination with the shafts or axles and links, of conveyer-wheels, each of said wheels having an oil-cup on one side of its axis and a counterweight on the other side of its axis, whereby the oil-cup is brought uppermost as the wheel is relieved of pressure, substantially as shown and described.

This specification signed and witnessed this 12th day of April, A. D. 1900.

CHARLES W. HUNT.

In presence of—

JOHN F. SMITH,
W. H. VREELAND.