No. 673,166. Patented Apr. 30, 1901.

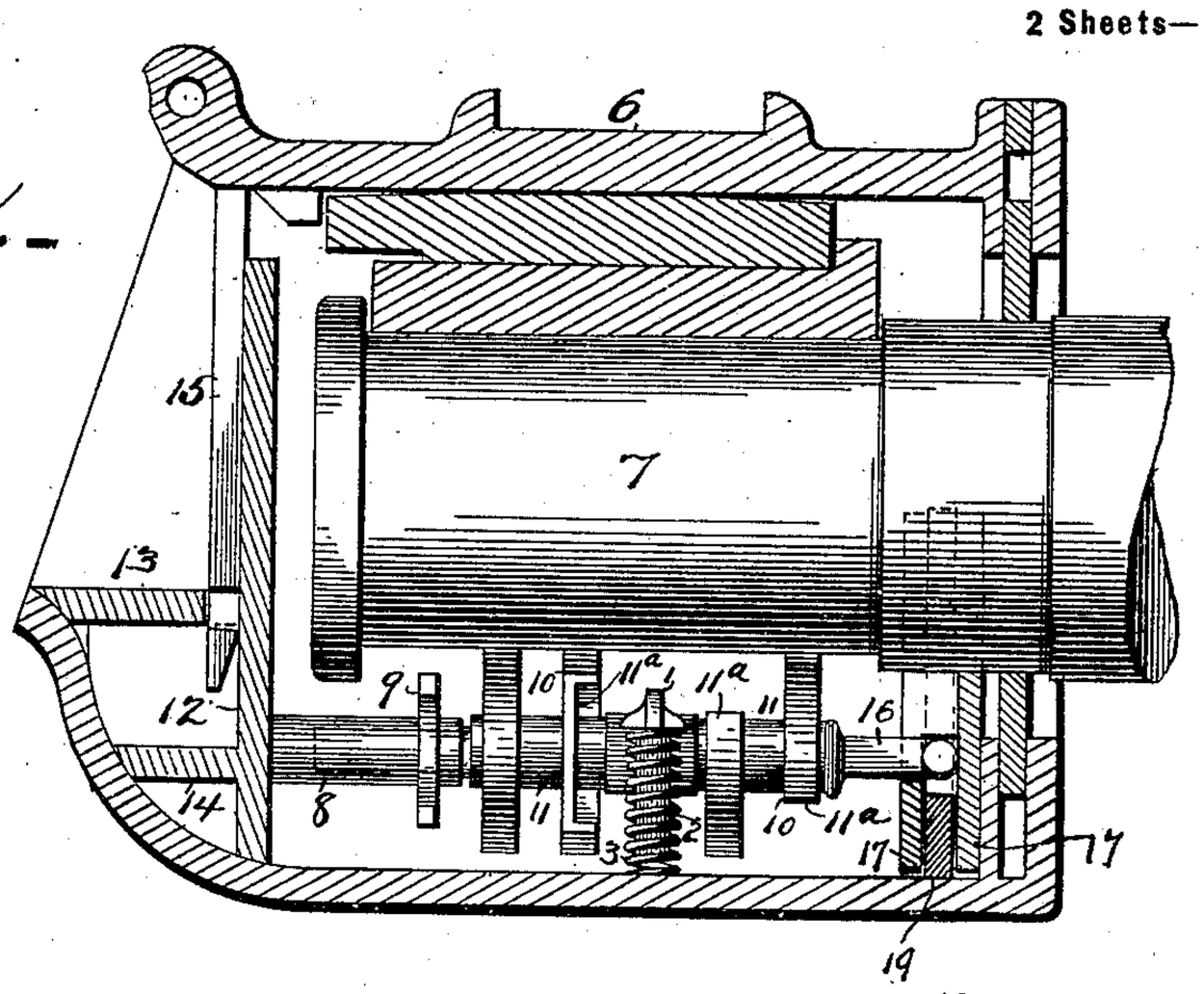
H. GALLAGER.

CAR AXLE LUBRICATOR.

(Application filed Jan. 7, 1901.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1.



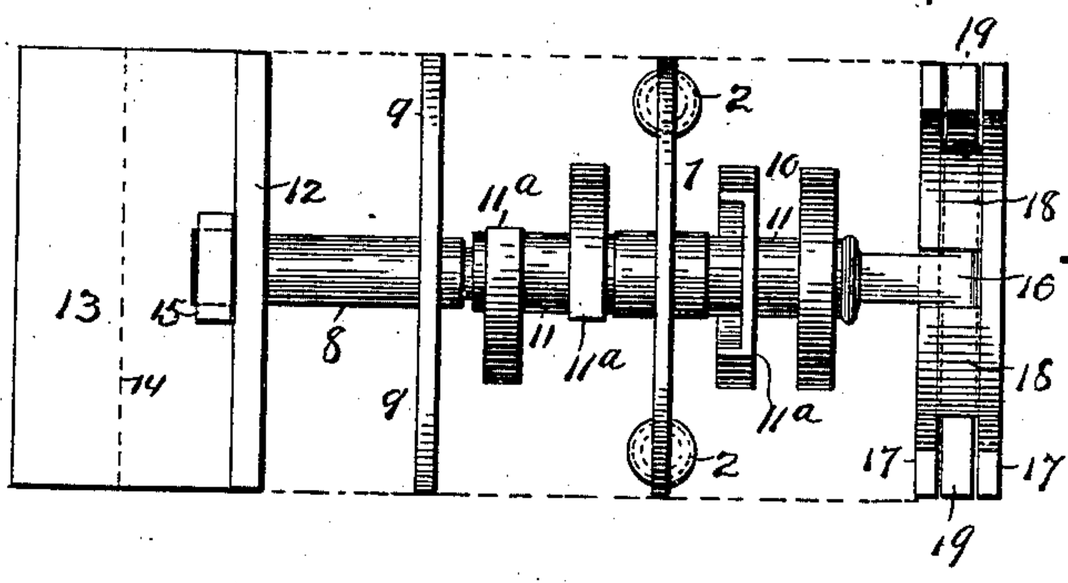
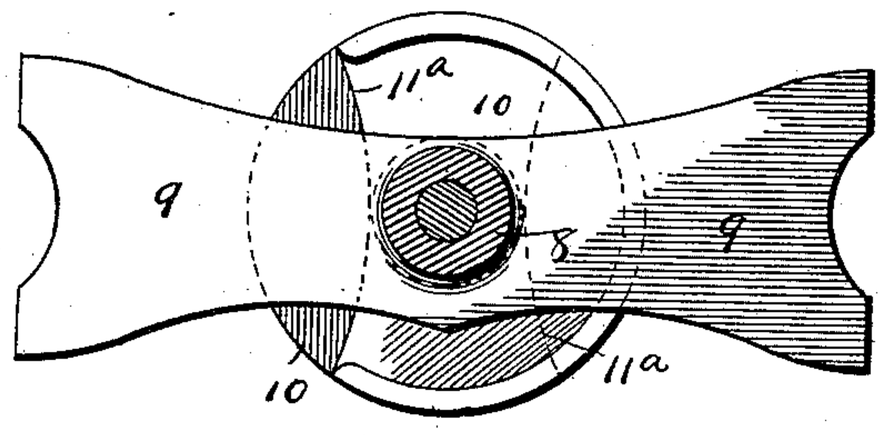


Fig. 2.

Fig. 3.



WITNESSES
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(No Model.) 2 Sheets—Sheet 2.

FIG. 4.

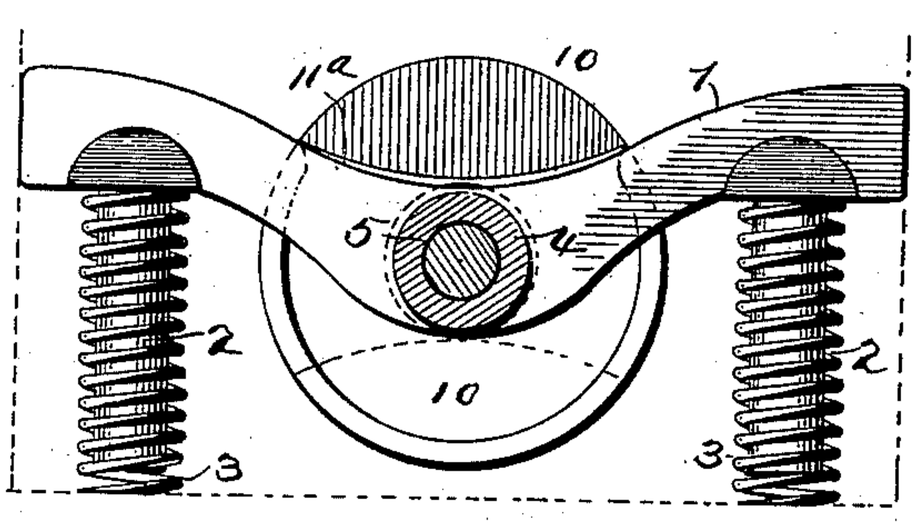


FIG. 5.

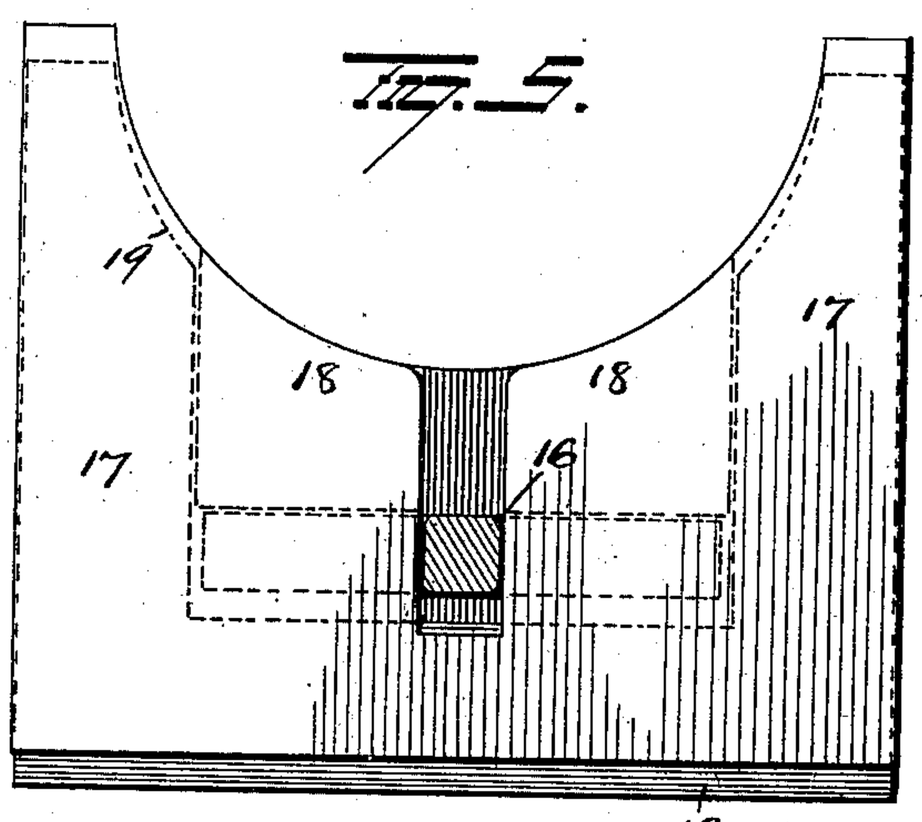
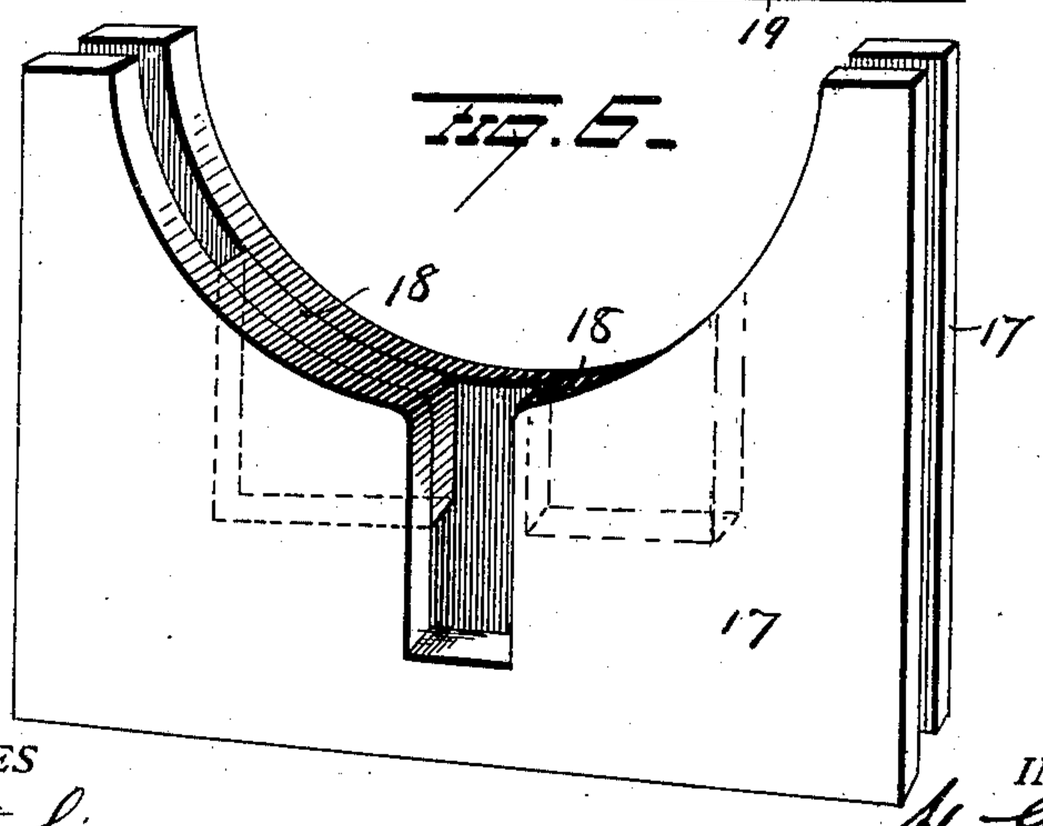


FIG. 6.



WITNESSES

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UNITED STATES PATENT OFFICE.

HENRY GALLAGER, OF SAVANNAH, GEORGIA, ASSIGNOR OF ONE-HALF TO JOHN J. McDONOUGH, OF SAME PLACE.

CAR-AXLE LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 673,166, dated April 30, 1901.

Application filed January 7, 1901. Serial No. 42,397. (No model.)

To all whom it may concern:

Be it known that I, HENRY GALLAGER, a resident of Savannah, in the county of Chatham and State of Georgia, have invented certain new and useful Improvements in Car-Axle Lubricators; and I do hereby 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.

My invention relates to an improvement in car-axle lubricators, the object of the invention being to provide a device of this character which can be readily placed in position in a journal-box and which will effectually supply lubricant to the axle and prevent the entrance of dust or grit into the box.

With this object in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in section illustrating my improvements. Fig. 2 is a plan view, and Figs. 3, 4, 5, and 6 are views of details of construction.

1 represents a supporting-yoke, provided at its ends with legs 2, on which are mounted coiled springs 3 to yieldingly support the yoke 1. The yoke 1 is made centrally with a bearing-sleeve 4, in which a shaft 5 is supported between its ends and held thereby in a horizontal position in an ordinary box 6, beneath the axle 7, and has mounted on its outer end an elongated sleeve or tube 8, carrying on opposite sides wings or ears 9 to bear against the sides of the box 6 and hold the shaft 5 against lateral displacement.

On opposite sides of the yoke 1 twin rollers 10, each comprising two members having a common bearing-sleeve 11, are mounted on the shaft 5 and are cut away on diametrically opposite sides, as shown at 11^a, for a purpose which will more fully hereinafter appear.

The free end of sleeve or tube 8 bears against a vertical plate 12, removably supported in the outer end of the box 6, and said plate is provided on its outer face with shelves 13 and 14, respectively, which bear against the front of the box 6 to catch any dust or grit which might be blown through the box-door and prevent its entrance into the lubricant-chamber.

An upright 15 is connected at its lower end to the shelf 13 and projects at its upper end above the plate 12 and is adapted to bear against the top of the box to hold the plate in position.

A T-head 16 is mounted on the inner end of the shaft 5 and is supported between parallel plates 17, separated by blocks 18, beneath which latter the T-head is disposed, and the upper ends of said plates are curved in the arc of a circle to bear against the under side of the axle, thus forming a dust-guard and preventing the entrance of dust into the box, and an approximately U-shaped plate 19 is supported between the plates 17 and adapted by its own weight to always rest on the bottom of the box, and hence close the space caused by the raising of the plates 17.

It will be seen that by employing my improved twin rollers and having the respective members thereof cut away on opposite sides I am enabled to readily insert them beneath the flanged outer end of the axle, as one member of the roller having its cut-out or notched portion uppermost can be readily inserted beneath the flange, and when the first member is free of the flange the roller can be turned to bring the cut-out or notched portion of the other member uppermost, and the roller will freely pass beneath the axle.

The springs 3 serve to hold the rollers always in engagement with the axle and also hold the dust-guard formed by the plates 17 against the axle, and by constructing the rollers with the cut-away or notched portions 11^a, as shown, they will always feed the lubricant to the axle, even though it should freeze, as the rollers will keep the ice broken up around them and prevent the lubricant from freezing solid.

Various slight changes might be resorted in in the general form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I would have it understood that I do not wish to limit myself to the exact construction herein shown, but consider myself at liberty to make such slight changes and

alterations as fairly fall within the spirit and scope of my invention.

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

1. The combination with a yoke, springs supporting said yoke and a shaft supported by the yoke and projecting through the same, of twin rollers journaled on the shaft on opposite sides of the yoke and wings or ears on said shaft to prevent lateral movement thereof.

2. The combination with a yoke, springs supporting said yoke, and a shaft supported by the yoke and projecting through the same, of twin rollers journaled on the shaft on opposite sides of the yoke and having their respective members cut away on opposite sides, and wings or ears on said shaft to prevent lateral movement thereof.

3. In a lubricating device for car-axle journals, the combination with a yieldingly-supported shaft, twin rollers on the shaft, and dust-guards at each end of the shaft and held in place thereby.

4. The combination with a journal-box and an axle having a flanged end projecting into the same, of a shaft yieldingly supported beneath the axle and twin rollers on said shaft having the respective members cut away or notched on opposite sides to permit their passage past the flange.

5. The combination with a journal-box, an axle projecting thereinto, and a shaft, of lubricating-rollers on said shaft, a dust-guard at one end of the box held against the axle by the shaft and a plate having shelves thereon to catch the dust which may enter the doorway of the journal-box.

6. The combination with a journal-box and an axle projecting thereinto, of a shaft yieldingly supported beneath the axle, lubricating-rollers on said shaft held against the axle, a dust-guard connected to said shaft and held against the axle and a U-shaped plate carried by said guard to close the space below the same.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HENRY GALLAGER.

Witnesses:
A. S. DELANNOY,
J. W. NEWMAN, Jr.