

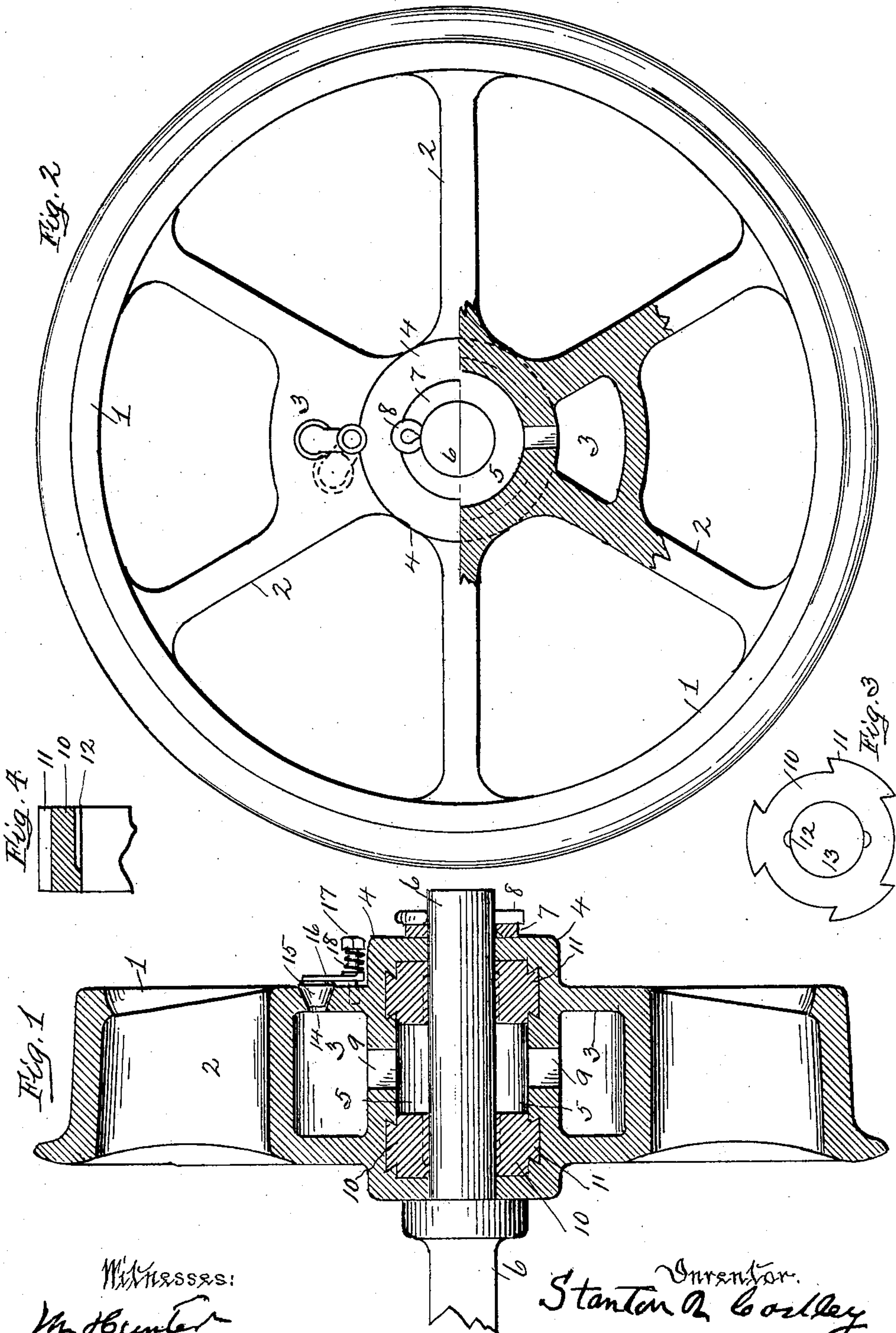
No. 762,284.

PATENTED JUNE 14, 1904.

S. R. COSTLEY.  
CAR WHEEL.

APPLICATION FILED NOV. 27, 1903.

NO MODEL.



Witnesses:  
Mr. Hunter  
Robert R. Leary

Inventor.  
Stanton A. Costley  
By O. D. Leary

Attest.

## UNITED STATES PATENT OFFICE.

STANTON R. COSTLEY, OF WASHINGTON, PENNSYLVANIA.

## CAR-WHEEL.

SPECIFICATION forming part of Letters Patent No. 762,284, dated June 14, 1904.

Application filed November 27, 1903. Serial No. 182,881. (No model.)

*To all whom it may concern:*

Be it known that I, STANTON R. COSTLEY, a citizen of the United States, residing at Washington, in the county of Washington and State of Pennsylvania, have invented a new and useful Improvement in Car-Wheels, of which improvement the following is a specification.

This invention relates to an improved mine-car wheel and lubricating device for the axle thereof; and it consists in the certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a central side sectional elevation of my improved car-wheel, the same being constructed and arranged in accordance with my invention. Fig. 2 is a face view of the same, a part of which is shown in section. Fig. 3 is a front elevation of the bearing-brass cast integral with the wheel-hub. Fig. 4 is a sectional side elevation of a portion of the same.

To construct a car-wheel in accordance with my invention, I form from cast-brass two annular bearing-rings 10, each having a central bore 13 equal in diameter to the axle-bearing 6, together with dovetailed integral projections 11 and oil-ducts 12. These two pieces above described are placed in the mold in which the wheel 1 is cast, the hub 4 surrounding the same. This hub 4 is cast with a core, leaving an inner annular space 5 for the reception of a suitable quantity of packing or waste and the said annular space in communication by means of passages 9 with two oil-chambers 3, cast between the spokes 2 of the wheel 1, the one chamber located opposite the other. Formed in the side wall of one of the oil-chambers 3 is a tapered orifice 14, through which the oil for lubricating is passed

and the said opening closed by a spring-actuated plug 15, attached to an arm 16 and the said arm held in position by a bolt 17 and spring 18 in a manner that will permit the plug 15 to be withdrawn from its seat and turned to one side, as shown in dotted lines at Fig. 2 of the drawings. By this construction and arrangement of a car-wheel and lubricating device the axle is provided with a brass bearing and the oil from the chambers 3 will keep the waste or other packing in the annular space saturated, thereby preventing any waste of the lubricant.

It is obvious that slight modifications and changes may be made in the details of construction without departing from the spirit of the invention. Therefore I do not wish to confine myself to that shown and described.

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

In a wheel of the type set forth, the combination of the spokes, and the hub, said hub being hollow and formed in its end walls with openings, there being oil-chambers formed in said spokes and being in communication with said hub, and bearing-rings arranged in said hub adjacent its opposite end walls and formed with openings alining with the openings thereof, there being dovetail extensions carried by said rings and embedded in the walls of said hub.

In testimony whereof I have hereunto signed my name in the presence of two subscribing witnesses.

STANTON R. COSTLEY.

In presence of—

M. E. HARRISON,  
F. O. HENZI.