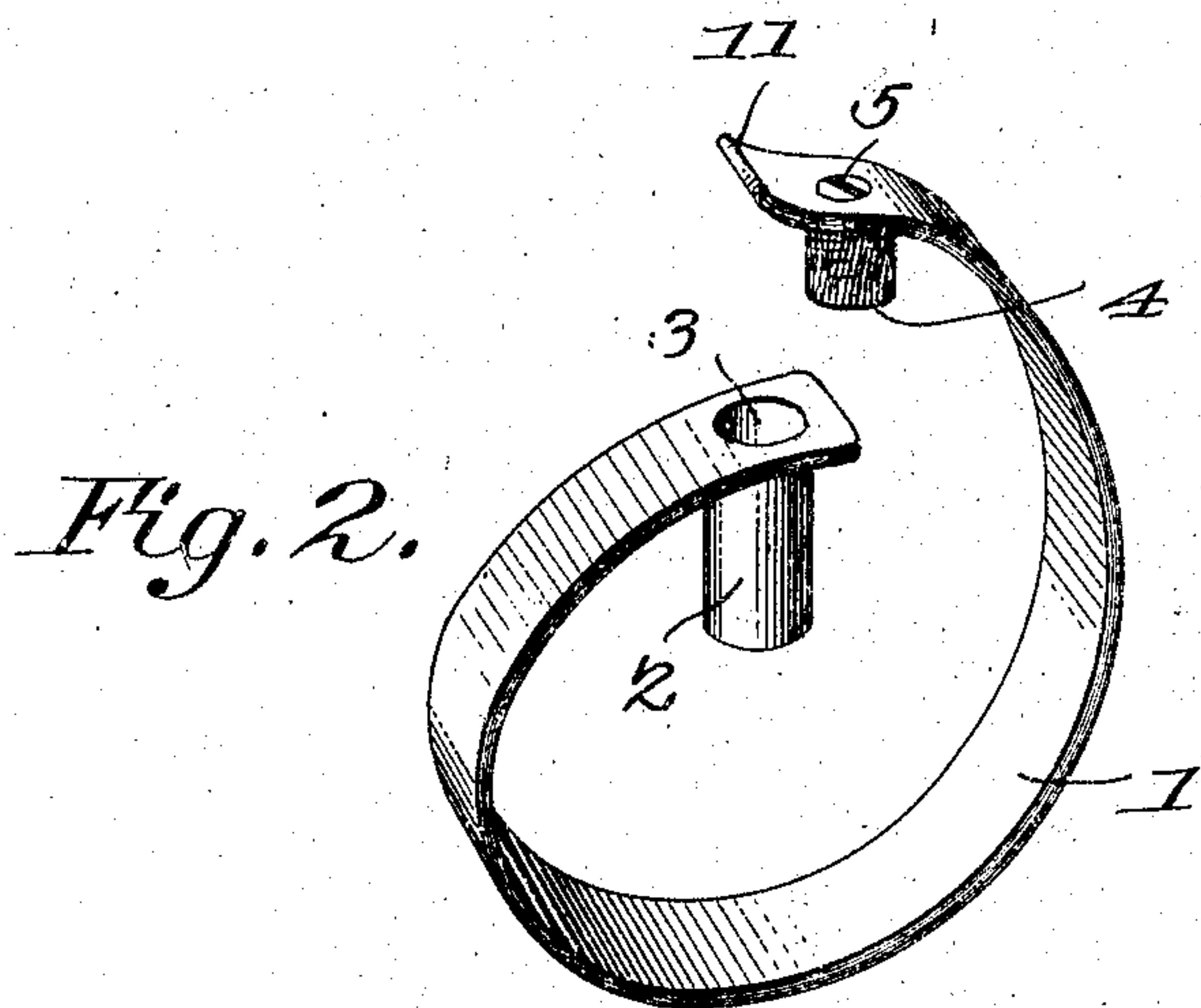
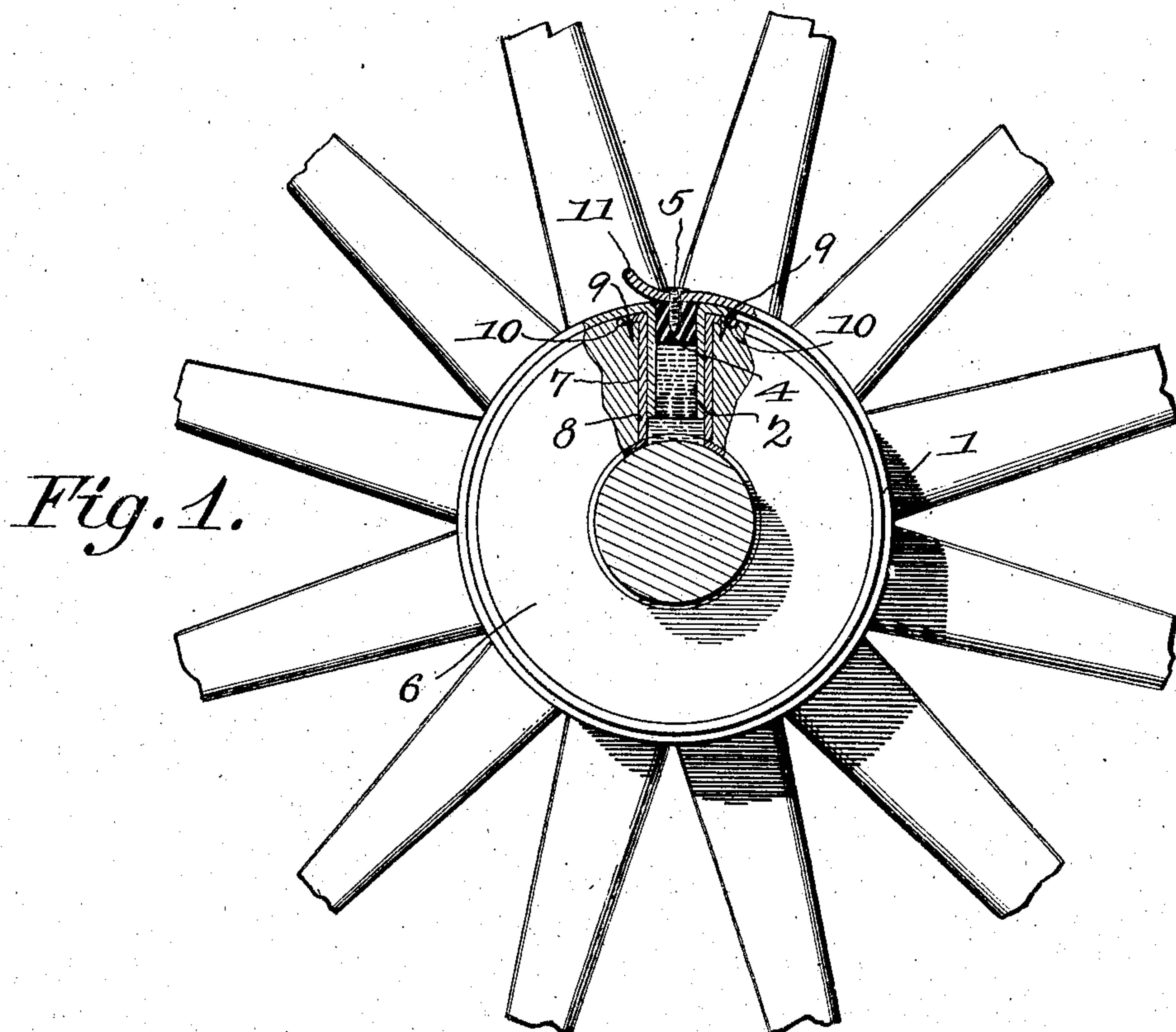


No. 791,621.

PATENTED JUNE 6, 1905.

G. HOCKS.
LUBRICATOR.
APPLICATION FILED JAN. 18, 1905.



Witnesses

E. J. Stewart
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UNITED STATES PATENT OFFICE.

GEORGE HOCKS, OF INSTITUTE, WISCONSIN.

LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 791,621, dated June 6, 1905.

Application filed January 18, 1905. Serial No. 241,659.

To all whom it may concern:

Be it known that I, GEORGE HOCKS, a citizen of the United States, residing at Institute, in the county of Door and State of Wisconsin, have invented a new and useful Lubricator, of which the following is a specification.

This invention relates to lubricators, and has for its object to provide an improved device of this character which is particularly designed for application to hubs of wheels, pulleys, and similar rotatable members.

Further objects of the invention are to facilitate the attachment of the device, to obtain a direct feed of the lubricant, and to enable the convenient filling of the oil-reservoir.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a fragmentary elevation of the inner end of a vehicle-wheel with parts broken away to illustrate the construction of the present lubricator. Fig. 2 is a detail perspective view of the device detached.

Like characters of reference designate corresponding parts in both figures of the drawings.

While the present device is capable of application to various kinds of wheels and the like, it has been shown in the accompanying drawings as applied to the hub of an ordinary vehicle-wheel, and it will here be explained that it is preferred to apply the device to the inner end portion of the hub rather than to the outer end portion thereof, for the reason that the device will be protected by the spokes of the wheel and by the body of the vehicle when located upon the inner end of the hub.

Referring at first more particularly to Fig. 2 of the drawings, it will be seen that the present device includes a comparatively broad spring-band 1, bent into substantially a circular loop and carrying a sleeve 2 at one end of the band, from which it extends inwardly in substantially radial relation thereto, the

outer side of the adjacent terminal of the band being provided with an opening 3, registering with the open outer end of the reservoir. The inner end of the sleeve is open for the escape of the oil, and while the sleeve has been shown open for the entire area of its inner end the opening may of course be reduced, if desired. A plug member 4 is carried by the opposite end of the band, which latter is capable of lapping the opposite end thereof in order that the cylindrical plug 4 may enter into the sleeve 2 through its outer open end. By preference the body of the plug 4 is of rubber and is connected to the spring by means of a threaded fastening 5, piercing the band from its outer side, whereby the plug 4 tends radially inward from the band.

In applying the lubricator to a wheel, as shown in Fig. 1 of the drawings, wherein the reference character 6 indicates the inner end of the hub of the wheel, a substantially radial opening 7 is formed through the hub, so as to communicate with the spindle-opening thereof, and to prevent saturation of the hub by the oil a metallic tube or sleeve 8 is snugly fitted into the opening to form a lining therefor and is held in place by means of fastenings 9, passed through flanges or ears 10, lying against the outer periphery of the hub, said ears preferably being let in flush with the surface of the hub. After the opening has been produced in the hub the band 1 is placed around the hub and the sleeve 2 is inserted into the opening. The oil is then introduced into the sleeve, and then the plug 4 is fitted into the open outer end of the sleeve, the tension of the band serving to clamp the entire tire device upon the hub and tending to force the plug inwardly, so as to close the open outer end of the oil-chamber in a very simple and efficient manner. To recharge the reservoir or oil-chamber, the plug is withdrawn without entirely removing the band from the hub, whereupon the reservoir may be filled and the plug then returned to the reservoir. To facilitate the withdrawal of the plug from the oil reservoir or chamber, the free extremity of the spring-band is deflected or turned outwardly, as at 11, to form a finger-

piece, beneath which a finger or other means may be introduced to pry the plug out of the reservoir.

From the foregoing description it will be understood that the present device is in the nature of an attachment and is entirely complete in itself, wherefore it may be readily attached to a wheel without material alteration therein beyond the formation of the opening to receive the reservoir. Moreover, as the tension of the spring-band retains the device in place extraneous fastening means are not essential, and therefore the device may be very quickly applied and removed. As the device is carried entirely by the hub, the wheel may be removed without detaching the lubricator, and it is not necessary to remove the wheel when it is desired to recharge the reservoir with oil.

Having fully described the invention, what is claimed is—

1. A lubricator comprising an elastic clamping-band having a sleeve upon one end and a plug upon the opposite end of the band and capable of being inserted into the sleeve.

2. A lubricator comprising an elastic band having a tubular open-ended sleeve carried

by one end of the band and extending inwardly therefrom in a substantially radial direction, and a substantially cylindrical plug extending inwardly in substantial radial relation from the other end of the band and capable of being inserted into the open outer end of the sleeve.

3. The combination with the hub of a wheel having a substantially radial opening in communication with the bore thereof, of a lubricator comprising a spring-band embracing the hub and provided upon one end with a sleeve fitting in the opening in the hub and having a plug carried by the opposite end of the band and fitting in the sleeve.

4. A lubricator comprising a spring-band having a sleeve at one end thereof, a plug at the other end to fit within the sleeve, and a threaded fastening piercing the band and the plug to connect the latter to the band.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

GEORGE HOCKS.

Witnesses:

FRANK LONG,
WM. A. LAWRENCE.