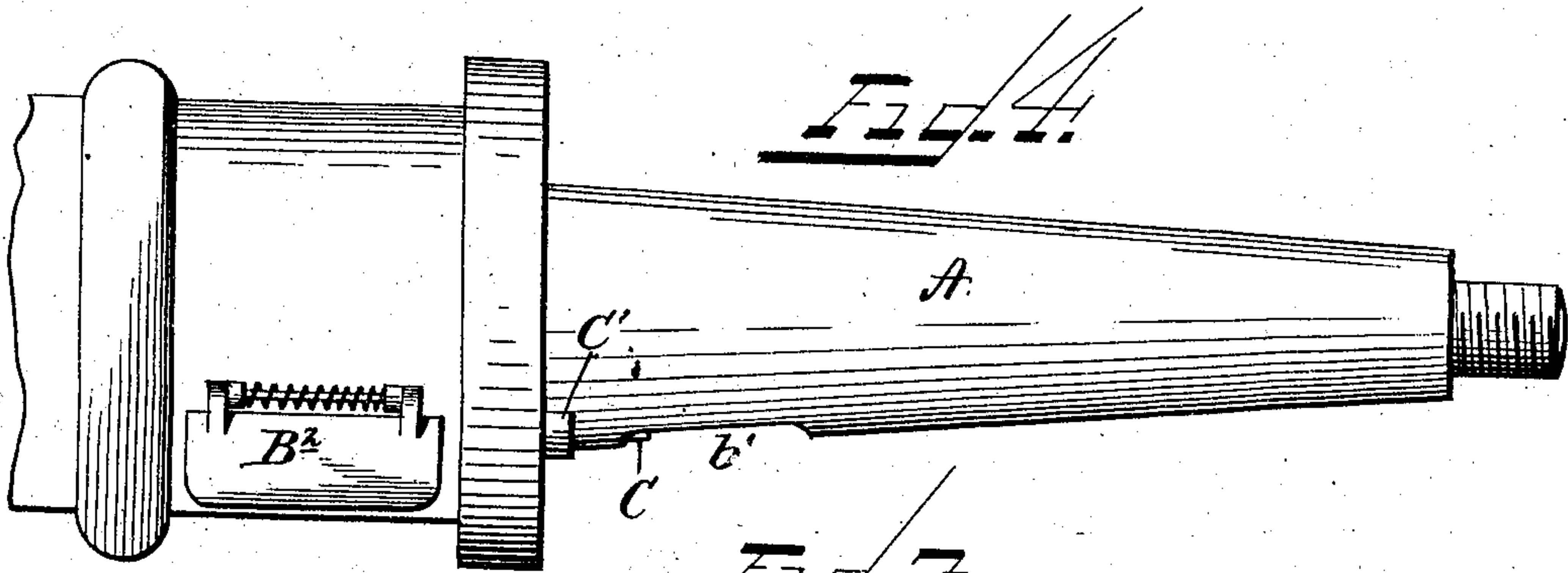
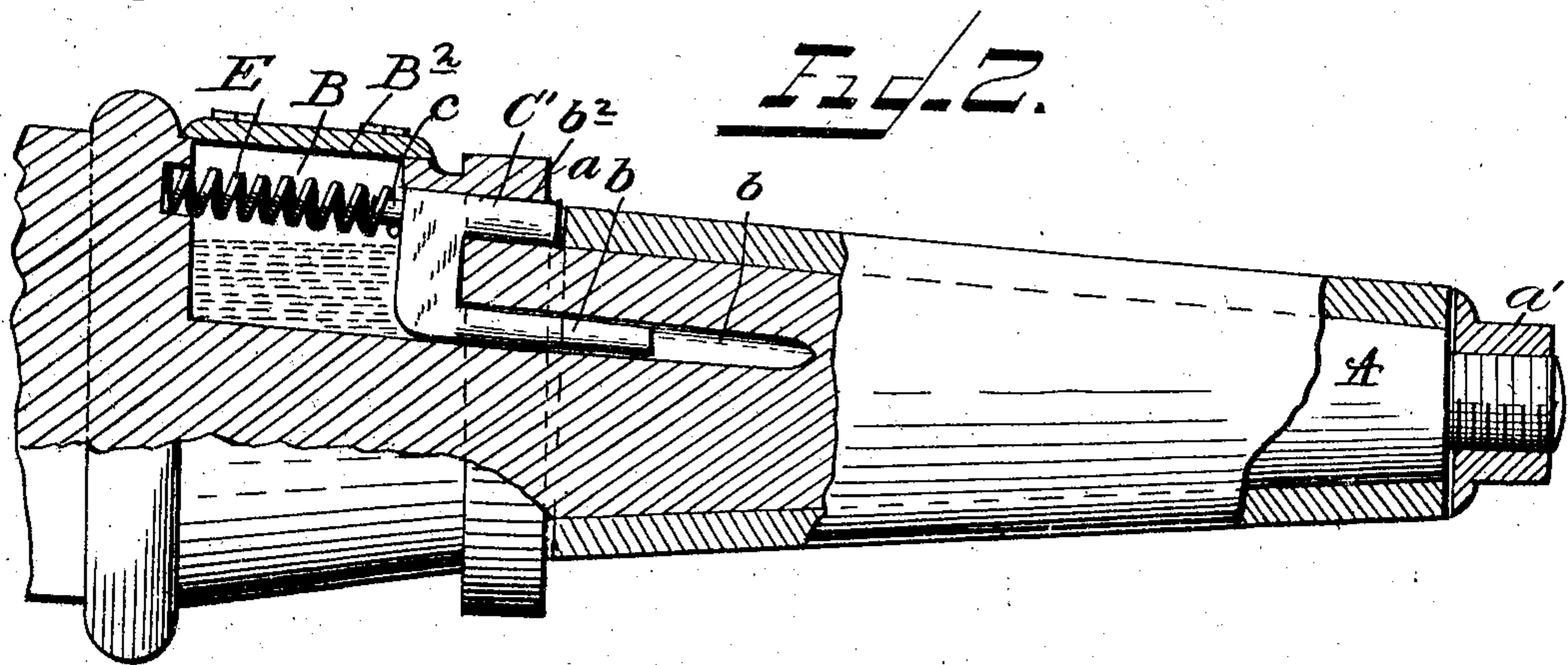
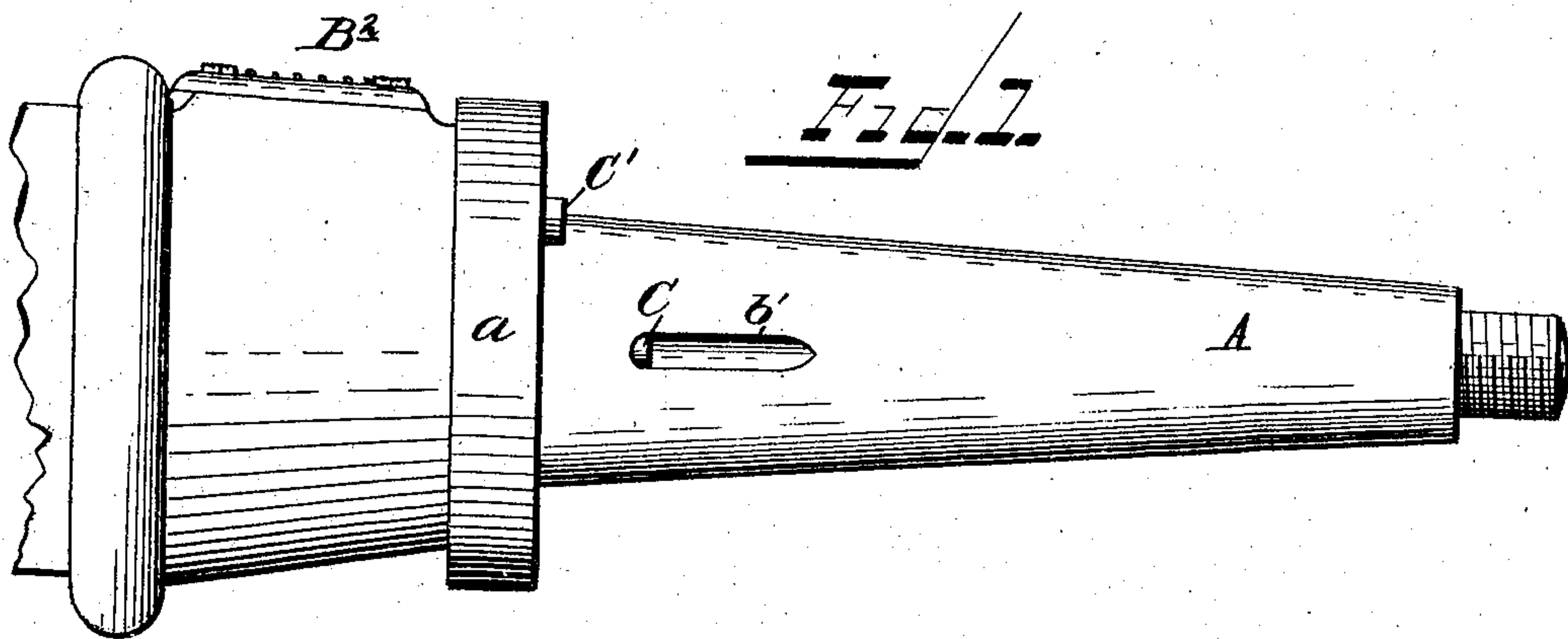


No. 791,697.

PATENTED JUNE 6, 1905.

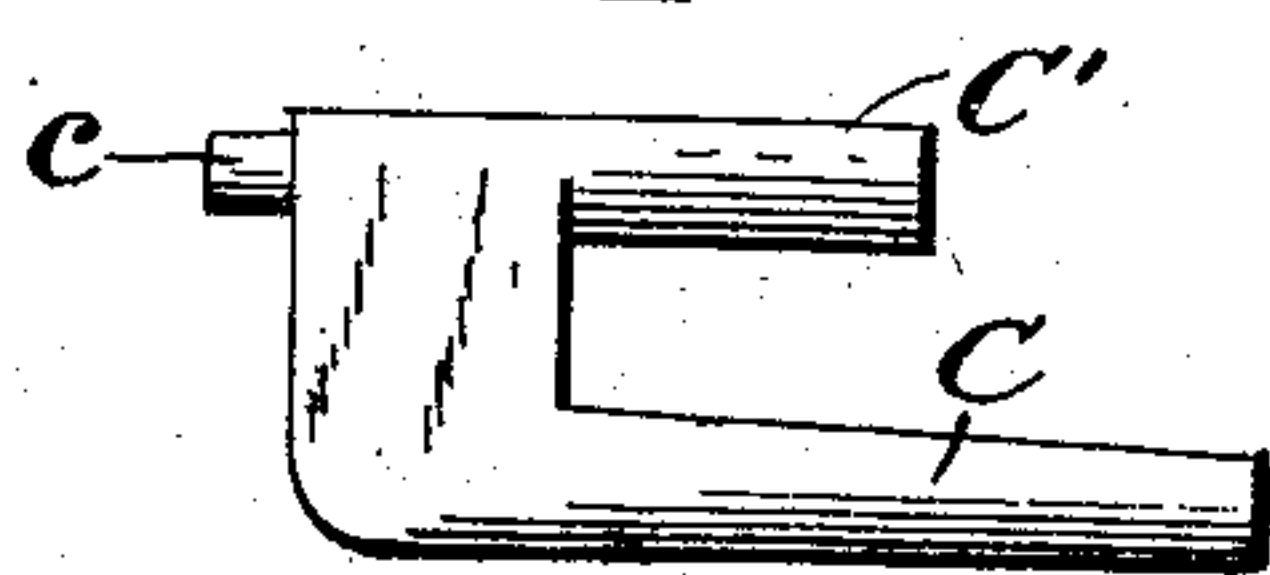
W. A. JAMESON.  
AXLE LUBRICATOR.

APPLICATION FILED NOV. 4, 1904.



WITNESSES:  
Frank L. Ourand.

*A. M. Dunn*



INVENTOR  
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Attorney



# UNITED STATES PATENT OFFICE.

WILLIAM A. JAMESON, OF GOLDEN CITY, MISSOURI.

## AXLE-LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 791,697, dated June 6, 1905.

Application filed November 4, 1904. Serial No. 231,422.

*To all whom it may concern:*

Be it known that I, WILLIAM A. JAMESON, a citizen of the United States, residing at Golden City, in the county of Barton and State of Missouri, have invented certain new and useful Improvements in Axle-Lubricators, of which the following is a specification.

My invention relates to that class of axle-lubricators in which the oil-passage leading to the skein or spindle is provided with a plunger or rod reciprocated by the rotary movement of the vehicle-wheel in order to keep said passage open and allow the proper flow of oil.

The object of my invention is to provide a simple and effective lubricating mechanism of the character referred to and in which a spring-projected plunger is provided with an arm extending outwardly adjacent to the inner end of the wheel-hub, so as to be pressed inwardly by the hub as it moves slightly in or out, and thus reciprocate the plunger to keep the oil-passage clear. These objects I accomplish by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of an axle skein or spindle provided with my improved lubricating means, and Fig. 2 is a longitudinal vertical section thereof. Fig. 3 is a detail view of the plunger. Fig. 4 is a plan view of the skein having my improvements.

A represents an axle skein or spindle formed with the usual annular shoulder *a* and provided at the outer end with any suitable hub-retaining device, such as a nut *a'*.

B is the oil-chamber, formed in the upper part of the axle in rear of the shoulder *a*, and from the bottom of this chamber leads a discharge-passage *b*, said passage extending longitudinally through the spindle or skein till its outer end intersects the incline or taper of the spindle and opens therethrough in a somewhat elongated or elliptical outlet *b'*. Above the oil-level is located a second passage *b<sup>2</sup>*, which leads out through the outer wall or face of the annular shoulder *a*.

*c* designates the plunger mounted in the oil-passage *b* and extending to the outlet *b'*, so as to clear the same of foreign matter, said

plunger being of less diameter than the passage to permit the oil to pass around it. The inner end of the plunger *c* is provided with an operating-arm *c'*, which extends out through the passage *b<sup>2</sup>* adjacent to the inner end of the wheel-hub D. A spring E bears at one end against the inner end wall of the oil-chamber and at its opposite end engages a lug *e*, forming part of the inner end of the plunger, and so forces the plunger outwardly. The oil-chamber B is provided with any suitable form of closer, such as a lid B<sup>2</sup>, held by a spring-hinge F.

In most vehicles the wheels have slight movement along the spindle, due to inequalities of the road, lateral strains, &c., and my construction is designed to utilize this longitudinal movement of the hubs in actuating the operating-arm C'. This arm therefore projects adjacent to the inner end of the hub and will be struck thereby whenever the latter is moved inwardly, and so retract the plunger C sufficiently to allow a small quantity of oil to flow to the opening *b'*. The spring E will return the plunger and arm to their normal positions when the hub moves outwardly on the spindle. It will be seen, therefore, that I do away with all cams and like operating attachments for the lubricator by simply utilizing the slight endwise play of the hub.

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

1. The combination with an axle skein or spindle having an oil-chamber and a discharge-passage leading therefrom to the surface of the spindle or skein, of a spring-pressed plunger in the discharge-passage and provided with an operating-arm projecting outward beyond the skein-collar over the inner end of the bearing-surface of the spindle or skein adjacent to the inner end of the hub; said arm to be actuated by the inward movement of the hub in the skein or spindle.

2. The combination with an axle skein or spindle provided with an oil-chamber having a discharge-passage opening at its outer end through the surface of the skein and a guide-passage above the discharge-passage and lead-

ing outwardly through the skein-collar, of a  
spring-projected plunger extending from the  
oil-chamber through said discharge - passage  
and having an operating - arm projecting  
5 through the guide-passage and beyond the  
skein-collar adjacent to the inner end of the  
hub; said arm being actuated by the inward  
movement of the hub on said skein or spindle,

and a closure for the oil-chamber, substan-  
tially as described. 10

In testimony whereof I affix my signature in  
presence of two witnesses.

WILLIAM A. JAMESON.

Witnesses:

K. H. DE WEESE,

J. N. BURNS.