

No. 860,048.

PATENTED JULY 16, 1907.

J. H. MINER.
WHEEL FLANGE LUBRICATOR.
APPLICATION FILED SEPT. 11, 1906.

Fig. 1.

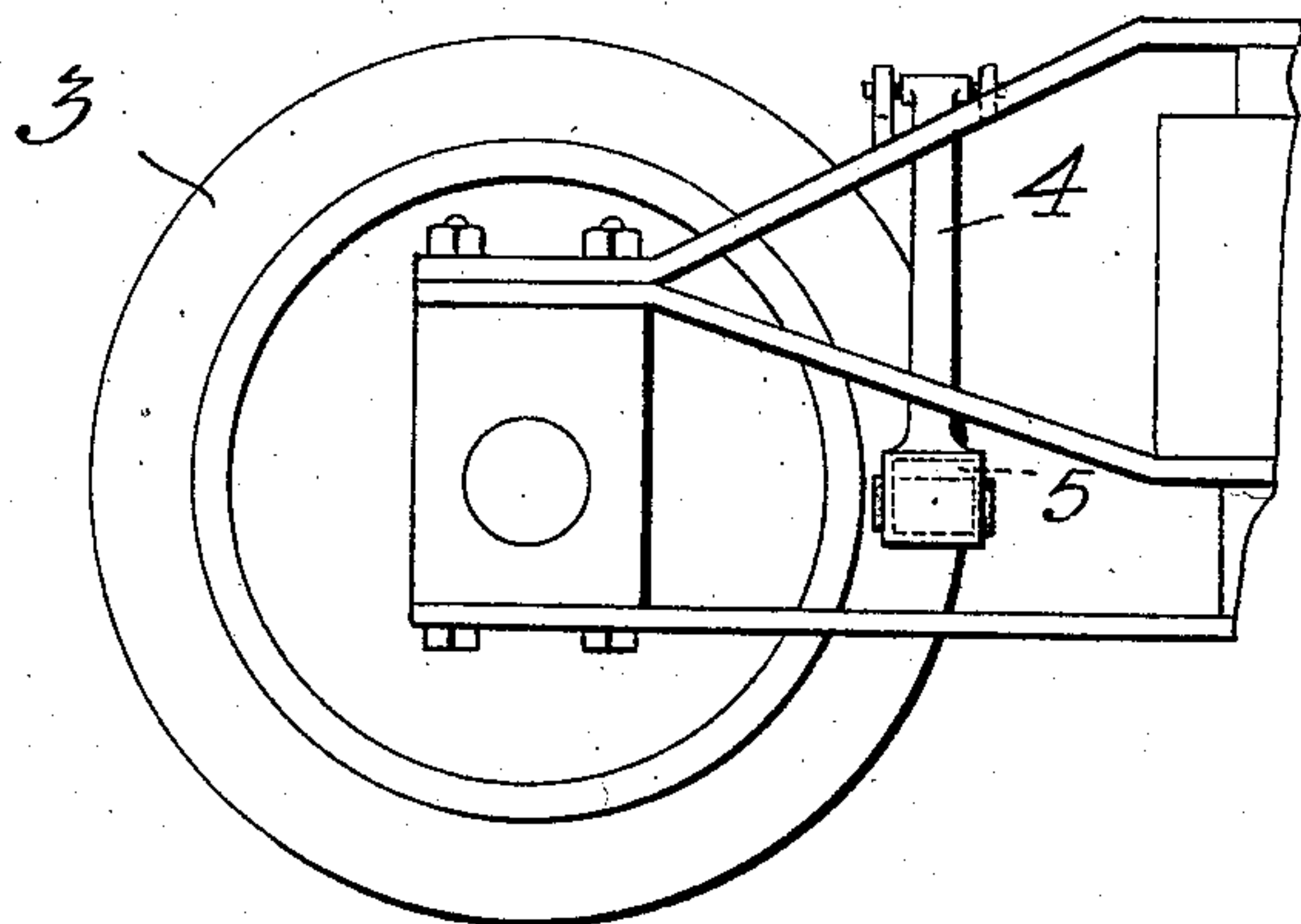


Fig. 2.

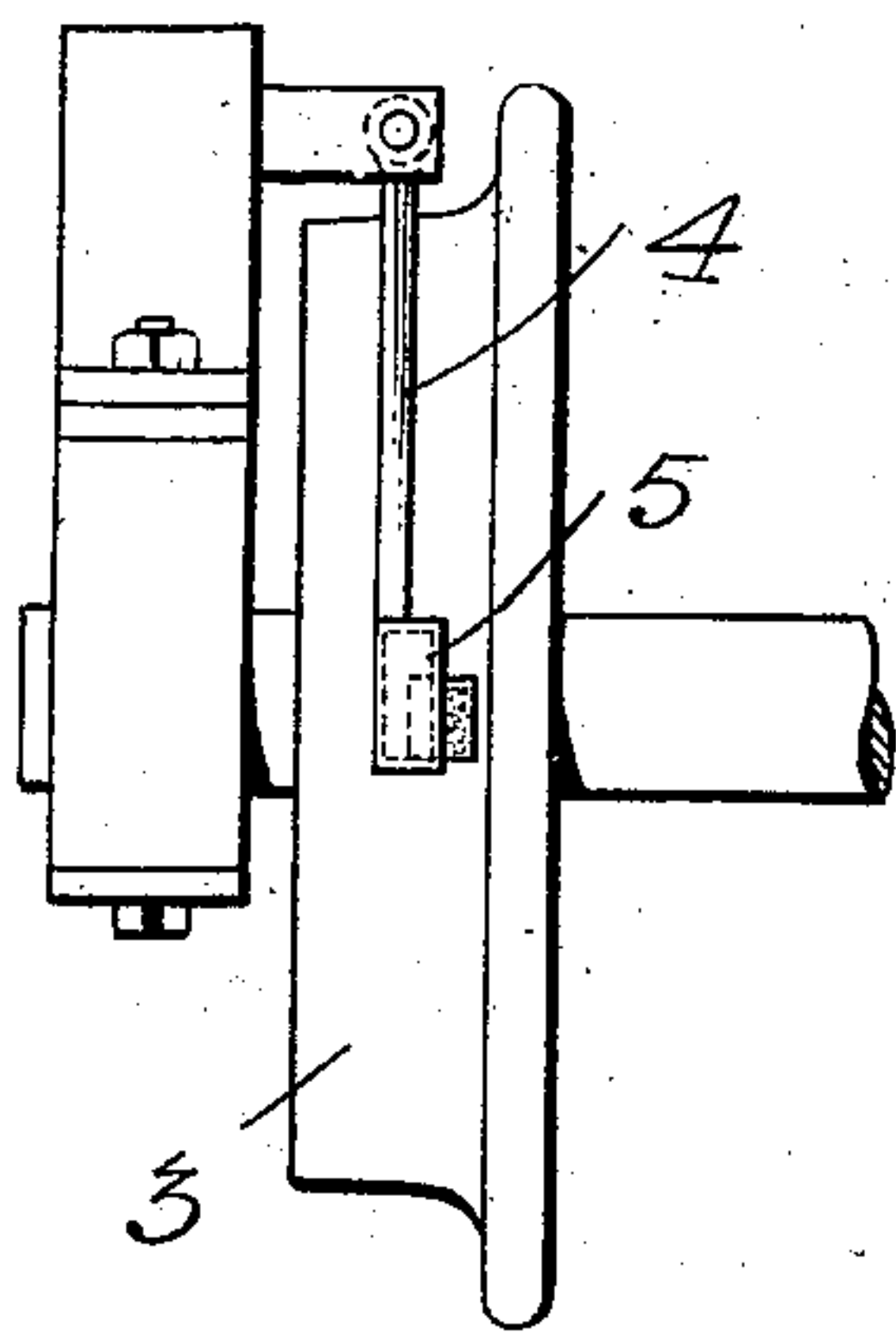
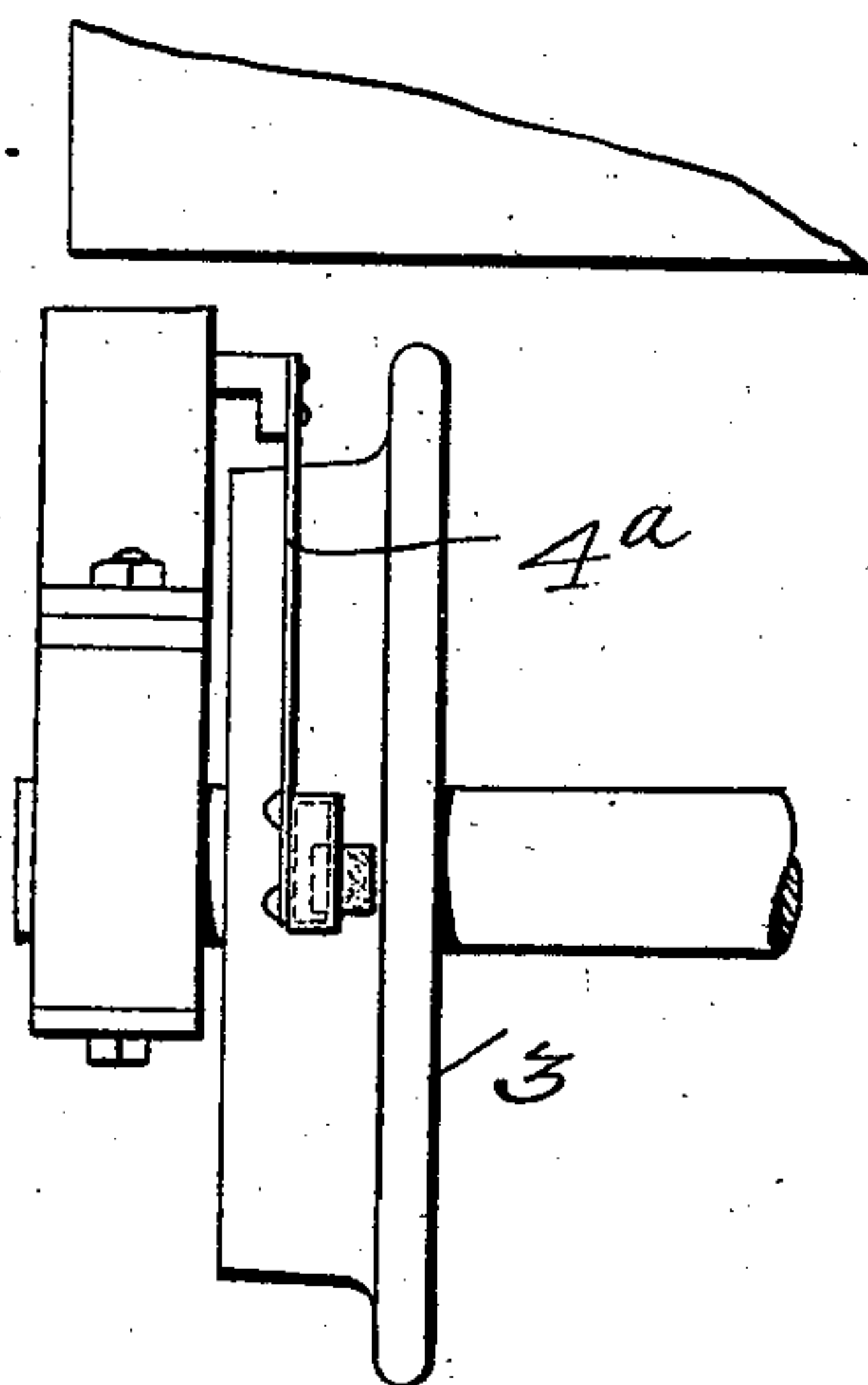


Fig. 3.



Attest:

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UNITED STATES PATENT OFFICE.

JAMES H. MINER, OF LUMBERTON, MISSISSIPPI.

WHEEL-FLANGE LUBRICATOR.

No. 860,048.

Specification of Letters Patent.

Patented July 16, 1907.

Application filed September 11, 1906. Serial No. 334,130.

To all whom it may concern:

Be it known that I, JAMES H. MINER, a citizen of the United States, residing at Lumberton, Mississippi, have invented certain new and useful Improvements in

5 Wheel-Flange Lubricators, of which the following is a specification.

My invention relates to improvements in devices for lubricating the wheel flanges of street and railway cars.

10 The object of the invention is to provide a device of such extreme simplicity that it may be produced at an extremely low cost and very economically applied to the cars; which shall be efficient in action, and durable in use.

15 The invention includes the novel features hereinafter described and particularly pointed out in the claims.

An embodiment of the invention is illustrated in the accompanying drawing, in which,—

20 Figure 1 is a side elevation of a car wheel with a portion of the truck, and Fig. 2 is an end view. Fig. 3 is a view of a modification.

In this drawing the numeral 3 designates a car wheel and 4 a swinging arm pivotally supported at its upper end from the frame. Its lower end is provided with an oil chamber 5 for containing lubricating oil, and a lateral recess or opening in which is removably seated an oil pad which on the inside dips into the oil in the chamber and on the outside extends far enough to readily contact with the wheel flange. Normally, and when the car is running upon a level track the arm hangs with the pad just out of contact with the flange but in rounding a curve the outer wheel is of course higher than the inner which causes the arm to swing

by gravity to press the pad lightly against the wheel 35 flange and lubricate the same.

Instead of having a pad carried by a hinged arm as shown in Fig. 3, I may carry the pad by a spring arm 4^a rigidly connected to the car truck and designed to press the pad at all times against the wheel flange, the 40 spring yielding to correspond with the endwise play of the axles. Or instead of having the pad constantly in contact with the flange, it might, and preferably would, be held slightly away therefrom, and the spring be made sufficiently resilient to permit the jolts or side 45 swings in striking the curve to throw the pad into contact with the flange.

Having thus described my invention, what I claim is:—

1. A swinging oiling device as described, so constructed 50 and arranged that the incline of the curve, or elevation of one side of the rail of a car, will cause this said oiling device to swing toward the flange of the car wheel, and come in contact with the flange of the wheel, as described.

2. In a flange oiling device, an arm having an oil pocket 55 or reservoir, and an absorbent pad or wick, said reservoir being below the pad or wick, by which oil is fed by capillary attraction to said pad or wick, by which it is kept moist with oil constantly.

3. In an oiler as described, which may be rigidly at- 60 tached, with its lower end containing an oil chamber, and wick, or pad, with a flat spring connecting it, whereby the weight of the lower end will cause the spring to yield, and come into contact with the flange, substantially as described.

In testimony whereof I affix my signature in presence of 65 two witnesses.

JAMES H. MINER.

Witnesses:

W. W. PIGFORD,

J. S. LOVE.