

No. 879,228.

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T. C. WILD.

DEVICE FOR LUBRICATING THE WHEELS OF VEHICLES.

APPLICATION FILED SEPT. 11, 1903.

Fig. 1.

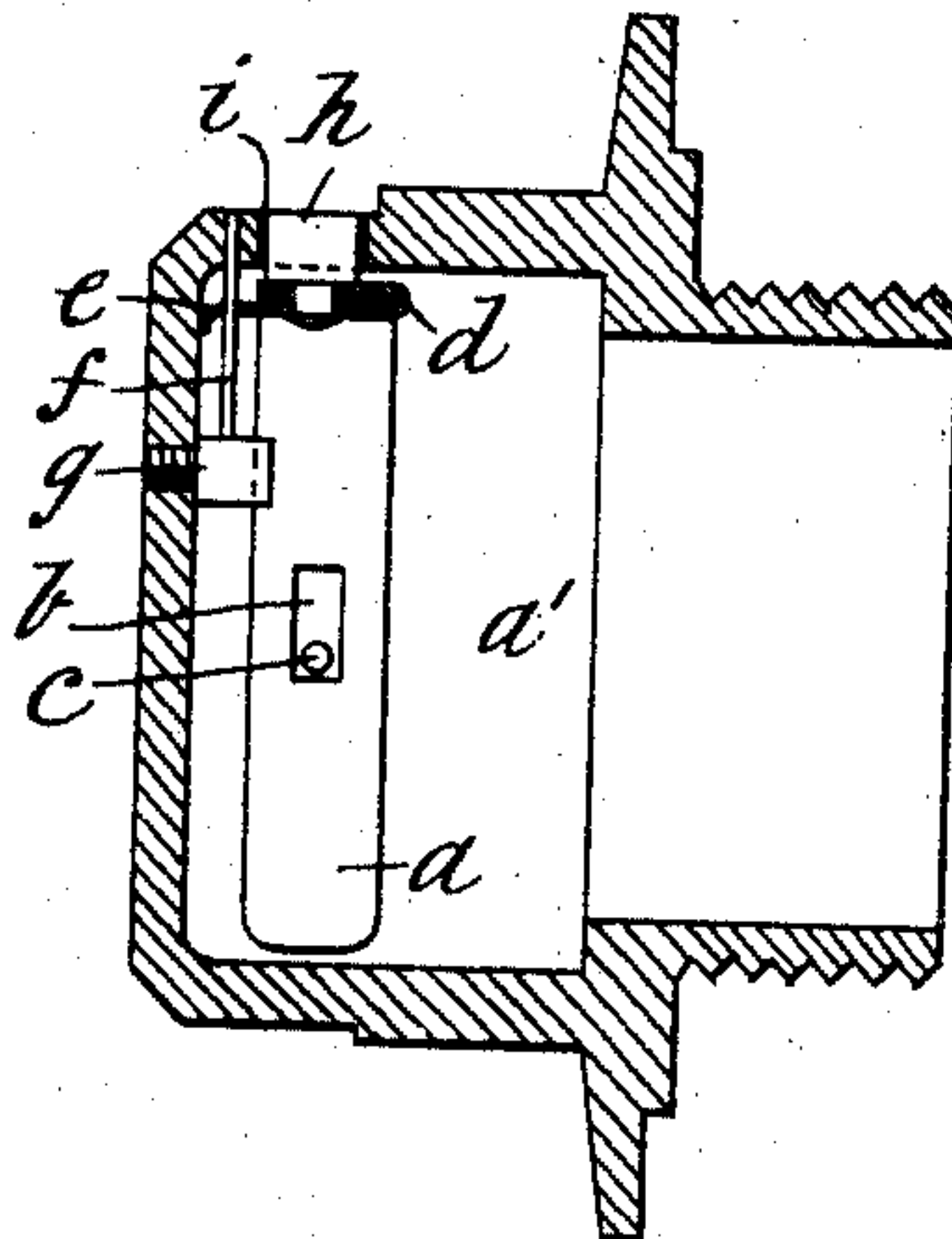


Fig. 2.

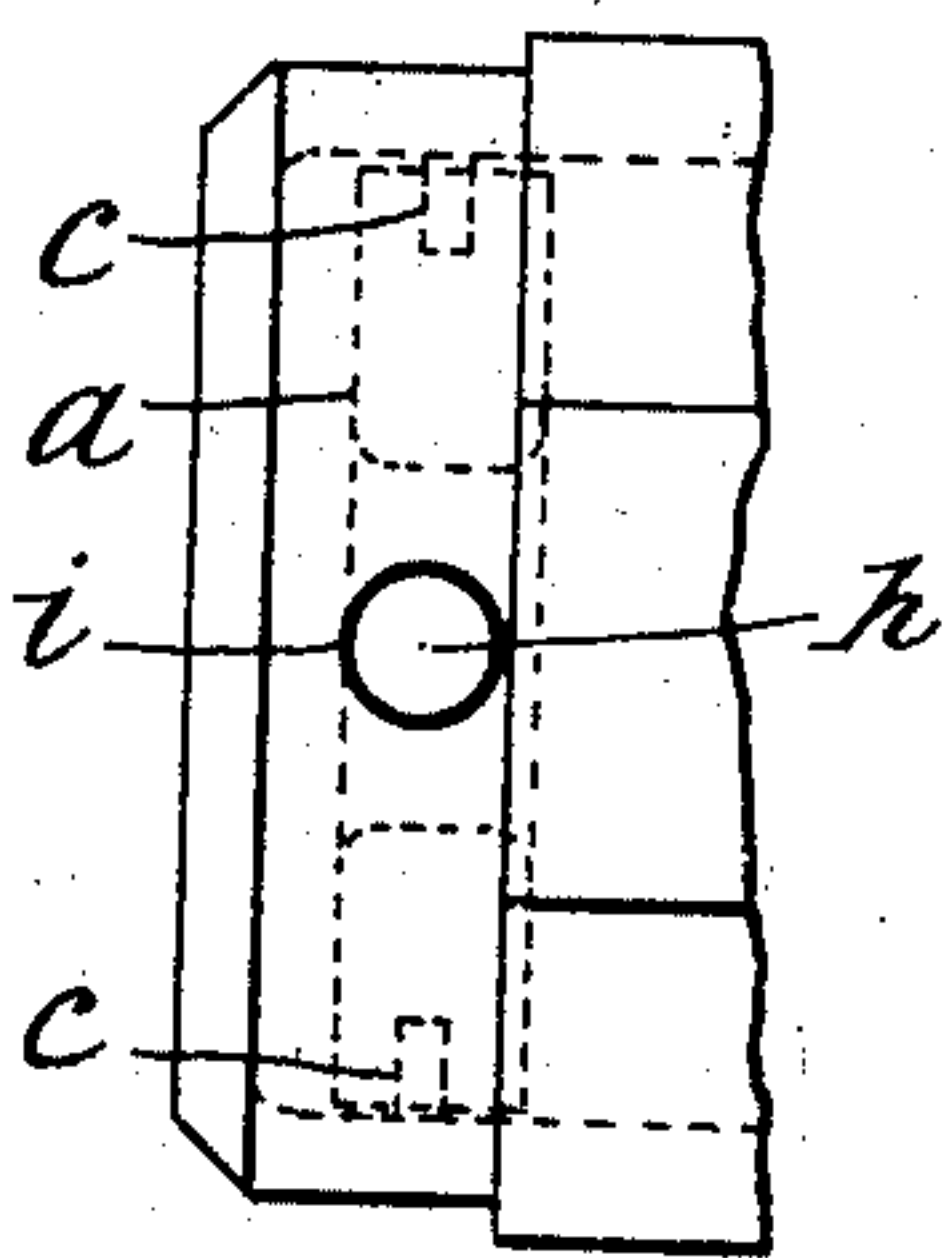
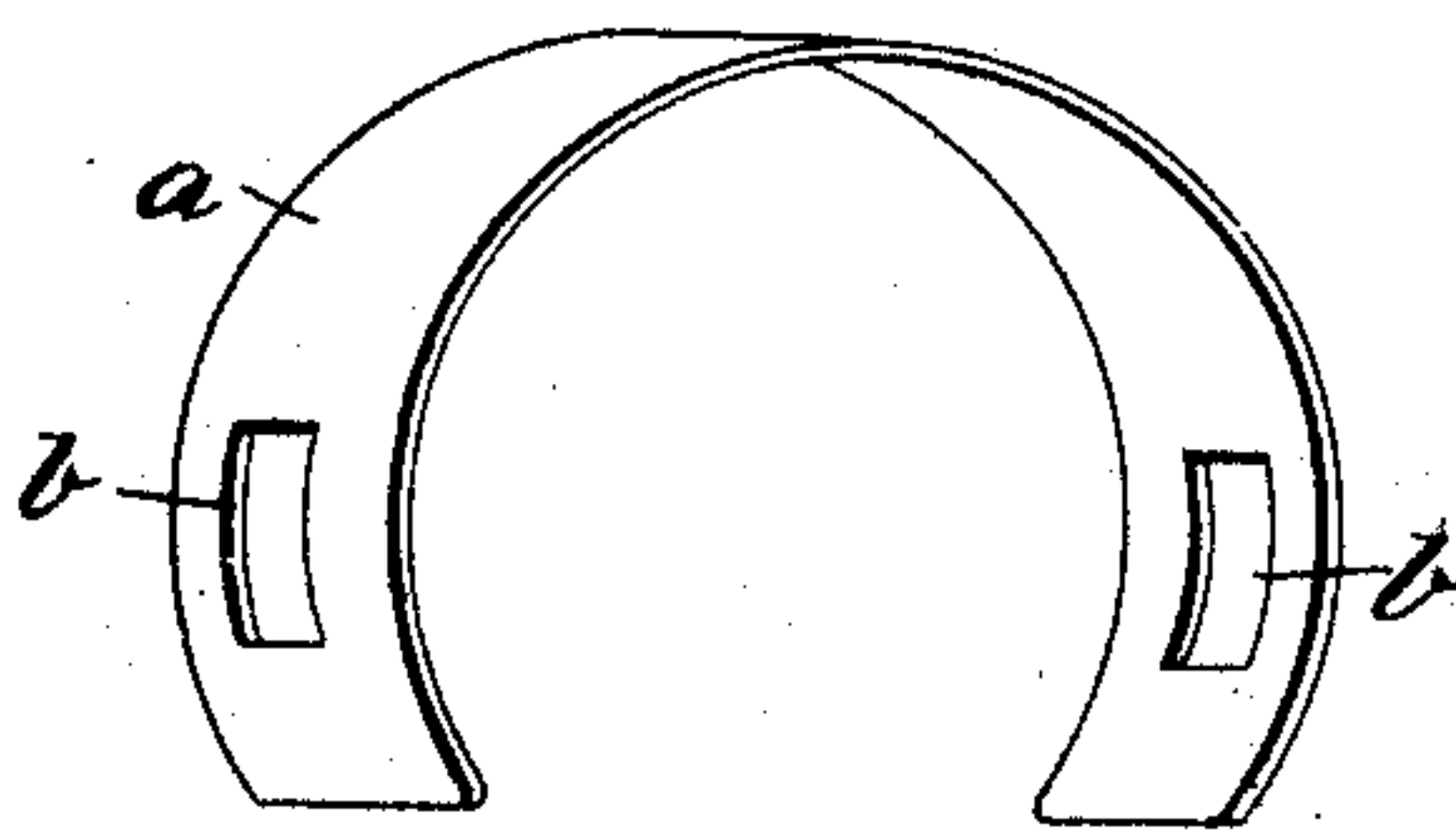


Fig. 3.



Witnesses.

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# UNITED STATES PATENT OFFICE.

TOM CECIL WILD, OF PIMLICO, LONDON, ENGLAND.

## DEVICE FOR LUBRICATING THE WHEELS OF VEHICLES.

No. 879,228.

Specification of Letters Patent.

Patented Feb. 18, 1908.

Application filed September 11, 1903. Serial No. 172,838.

*To all whom it may concern:*

Be it known that I, TOM CECIL WILD, a subject of the King of Great Britain, residing at 128 Cambridge street, Pimlico, in the county of London, in England, have invented a new and improved Device for Lubricating the Wheels of Vehicles, of which the following is a specification.

This invention relates to means for governing the admission of lubricating material to an oil-box arranged for lubricating the journal and journal bearings of the axle of a wheel.

The said invention consists in the construction and combination of parts hereinafter more particularly set forth and claimed.

In the accompanying drawings, Figure 1 represents a vertical central section through the oil box and valve spring in line with the axle, the valve being shown in elevation; Fig. 2 represents a plan view of the same; and Fig. 3 represents a detail view of the spring.

The oil-box, designated *a'*, has an inlet hole *i* in its top into which a plug-valve *h* is fitted, the same resting on a clip *d* which is fastened to the top of an arched spring *a* fitting the curvilinear inner face of the said oil-box and adapted to bear by its lower ends on the bottom of said box when the said valve is forced inward. The sides of this spring are provided with longitudinal slots *b* and these slots receive guide studs *c*, extending inwardly from the sides of the oil-box. The clip *d* is also guided by a vertical rod *f* passing through a hole in a projecting arm *e* of said clip, the lower end of said rod being fast in the head of a screw *g* turned into a screw-tapped hole of the front wall of said axle box, and the upper end of said rod is fixed in the top of said axle-box. The forward end of arm *e* is curved downward to lessen friction and in contact with the inner face of the front wall of said axle box. Normally the valve *h* fills the inlet hole *i* and is flush with the top of the axle box, so as to be inconspicuous. The said spring causes the said valve to close the oil-inlet, when external pressure is removed from the valve. The clip *d*, which embraces the top of the said spring, descends with it and said valve and is guided by rod *f*. When pressure is removed from the valve, the action of the said parts is reversed and the spring causes the valve to close the oil inlet, leaving the top of the oil box quite smooth as before.

The clip *d* affords a broad base for the valve and avoids all risk of the latter's dislodgment. It also insures the proper and regular position of the top of the spring, the latter being guarded by said clip and said guide-studs against tilting inward. All the aforesaid parts may be readily removed from the oil box for repairs or cleansing, the screw *g* being first turned out and withdrawn from or with rod *f*, which slips out of the socket in the top of the oil box in which the upper end of said rod is normally fixed, and also out of the clip arm *e*. The valve *h* is then forced down and the spring *a* is tilted inwardly, freeing the said valve altogether from said inlet hole. The said spring is then slipped off from studs *c* and removed from the oil cap through the opening at the inner end thereof.

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

1. In combination with an oil-box having an inlet-hole, a valve fitting said hole, an arched spring supporting said valve, fitting the inside of said box and slotted at its sides to permit play and a pair of fixed guide rods received in said slots substantially as set forth.

2. In combination with an oil-box having an inlet-hole in its top, a valve fitting in said hole, a clip under the said valve, a spring acting upwardly against said clip to lift said valve and a vertical rod extending up through a part of said clip to guide the latter as it rises and falls substantially as set forth.

3. In combination with an oil-box having an inlet hole in its top, a valve fitting said hole, an arched and slotted spring supporting said valve, a clip interposed between said valve and said spring and attached to the latter, a fixed rod extending up through a part of the said clip and fixed studs entering the slots of said spring, the said studs and rods preventing the inward tilting of said spring and guiding said spring and clip in their upward and downward play substantially as set forth.

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

TOM CECIL WILD.

Witnesses:

FREDK. L. RAND,  
A. NUTTING.