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F. E. BAILEY.

LUBRICATOR FOR RAILWAY TRACKS.

APPLICATION FILED SEPT. 18, 1907.

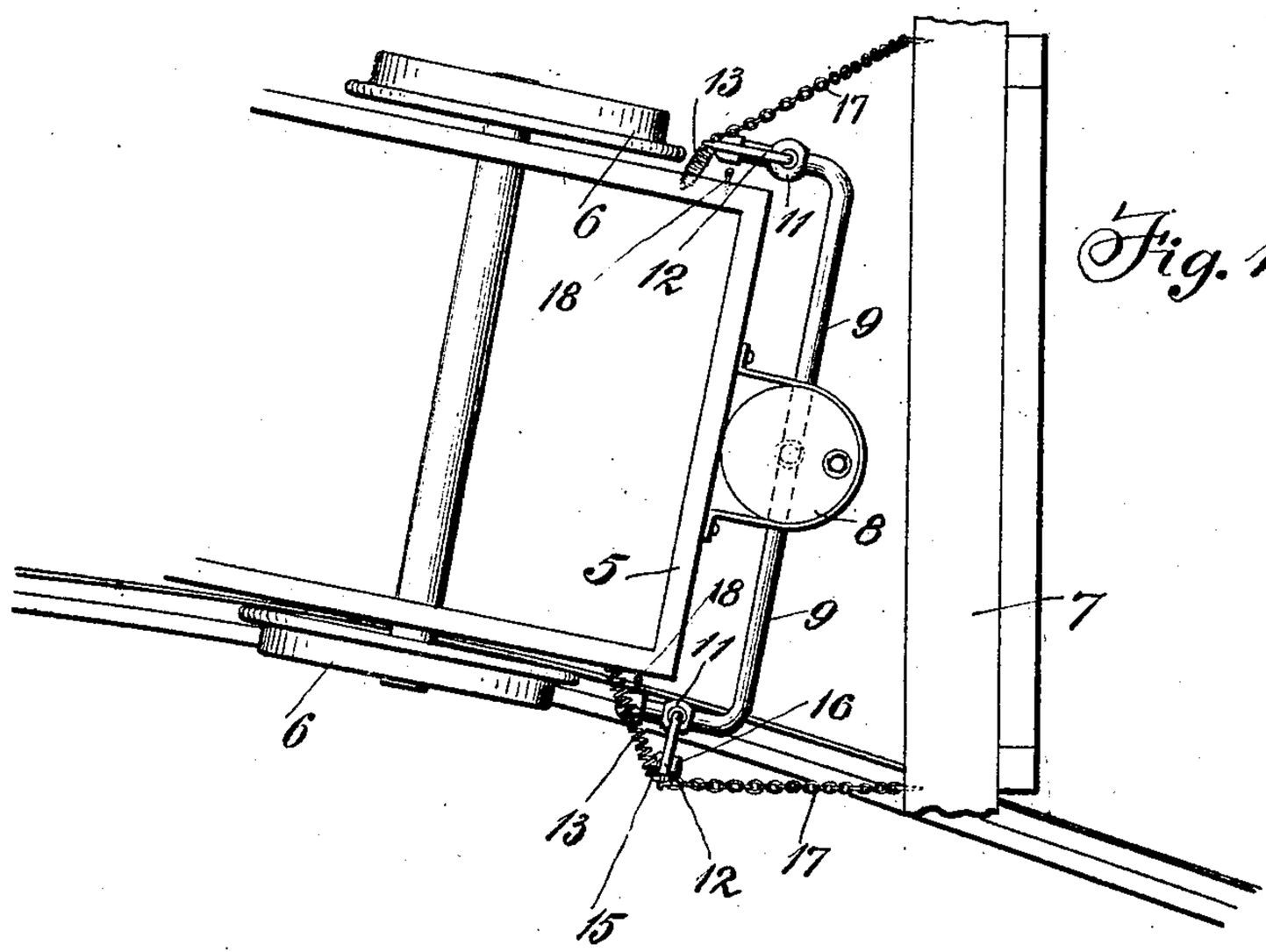
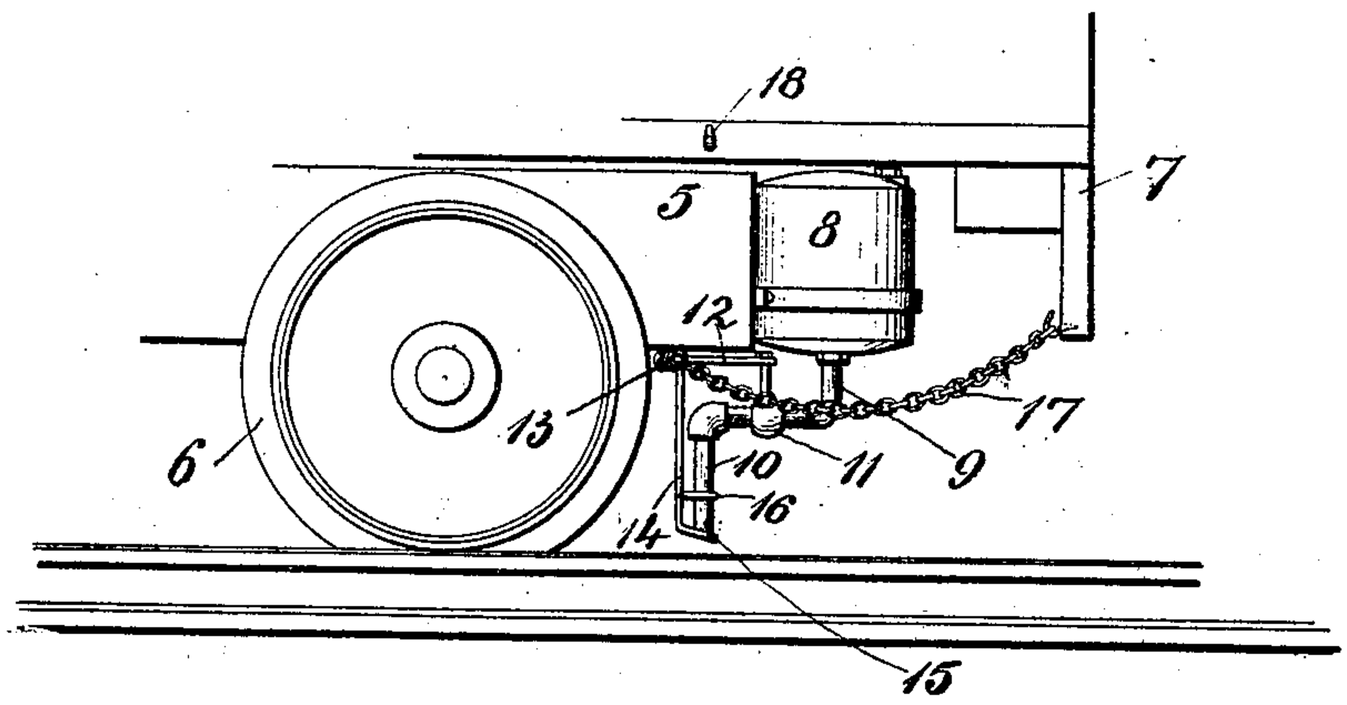


Fig. 1.

Fig. 2.



Witnesses

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LUBRICATOR FOR RAILWAY-TRACKS.

No. 880,494. Specification of Letters Patent. Patented March 3, 1908.

Application filed September 18, 1907. Serial No. 393,437.

To all whom it may concern:

Be it known that I, FRANK E. BAILEY, a citizen of the United States, residing at Ceres, in the county of Allegany and State of New York, have invented certain new and useful Improvements in Lubricators for Railway-Tracks, of which the following is a specification.

This invention is a lubricator for railway tracks, and has for its object to provide a simple and efficient device which automatically lubricates the inside track-rail of curves. The device is carried by the forward truck of a car and is connected to the car body in such a manner that the relative movements of the car-body and the truck upon rounding a curve operate a valve which controls the flow of lubricant to the rails.

In the accompanying drawing Figure 1 is a plan view showing the application of the invention. Fig. 2 is a side elevation.

Referring specifically to the drawing 5 denotes the forward truck of a car, and 6 are the wheels thereof. The truck 5 is swiveled on the car-body 7 as usual. In the drawing only so much of the truck and car-body is shown as will suffice to illustrate the connection of the invention therewith.

At any convenient place on the truck 5, is fastened a tank or reservoir 8 containing the lubricant which is carried to the rails by a delivery pipe 9 having a downward bend 10 with its discharge end close to the inner rails of the curve. The pipe 9 contains a valve 11 which controls the flow of the lubricant to the rails. The valve is preferably a turning plug working in a suitable casing. Its stem, outside the valve-casing has a laterally presented handle 12 which is connected at its free end to the car-truck by means of a spring 13, the object of which is to close the valve. The handle 12 has a downwardly presented stem 14 carrying a drip cup 15 arranged so as to extend beneath the discharge end of the delivery pipe when the valve is closed. The drip cup is held tilted in such a way that the drippings will be conducted to the rails. The stem 14 has a finger 16 which is engageable with the portion 10 of the delivery pipe to limit the closing movement of the handle 12. The finger is so located that it strikes said portion of the pipe when the valve is entirely closed, whereby it is prevented from turning further in the same direction and thus opening again. The handle 12 is connected by a chain 17 to the car-body 7 at any suitable location thereon. On the car-body is a hook 18 on which the chain may be hung after disconnecting it from the valve handle 12 which may be done to render the device inoperative.

The connections between the valve and the car-body and truck are such that the valve is held closed by the spring 13 but when the car is rounding a curve the relative movements of the car-body and the truck cause a pull on the chain 17 with the result that the valve is opened and a flow of lubricant to the inner rails of the curve established. When the car-body straightens out upon reaching the straight portion of the track, the chain slacks and the spring then pulls the valve closed. The drip cup swings away from the discharge end of the pipe when the valve opens, but swings back thereunder when the valve closes.

The device herein described is reliable in operation as it is simple in construction and has no complicated parts. Each side of the car will be equipped with one of the devices in order that the inside rails of curves in either direction may be lubricated.

I claim:

The combination with a car-body and its swiveled truck, of a lubricant reservoir carried by the truck, a delivery pipe, a valve in said pipe, a handle for operating the valve, a spring connecting said handle with the truck for holding the valve normally closed, and a connection between the handle and the car-body for opening the valve by the relative movements of the car-body and its truck, and a stop carried by the handle and engageable with the pipe to limit the closing movement of the handle.

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

FRANK E. BAILEY.

Witnesses:

R. J. WHITE,

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