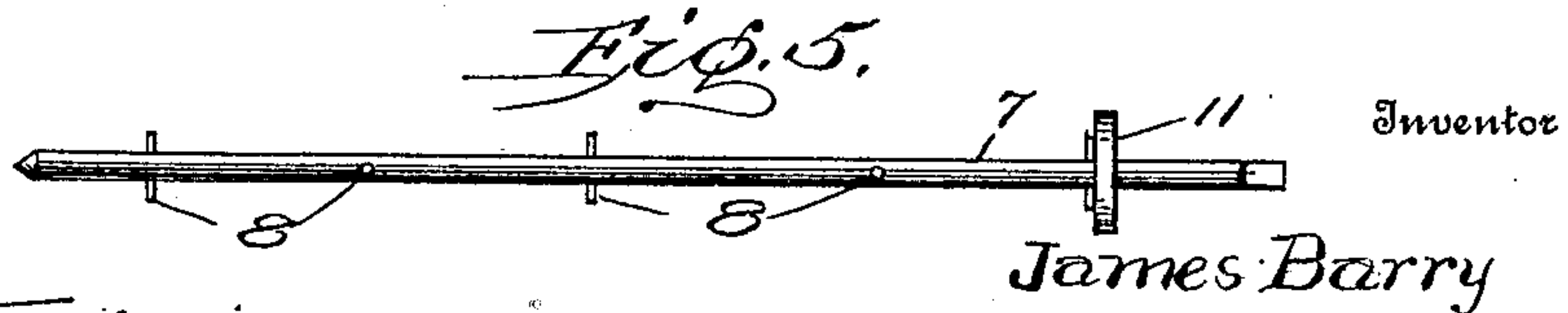
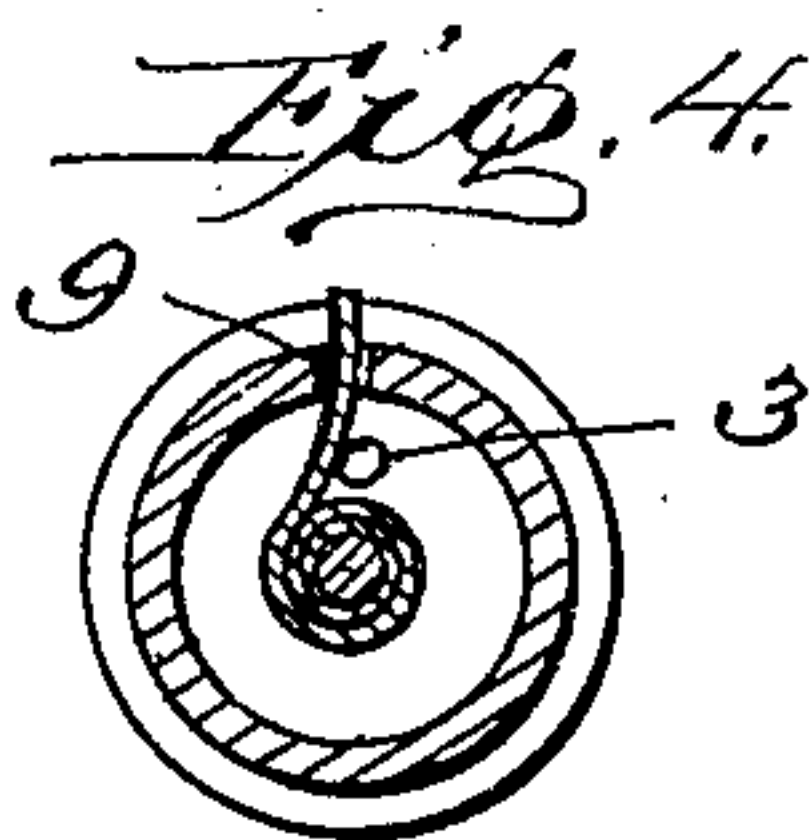
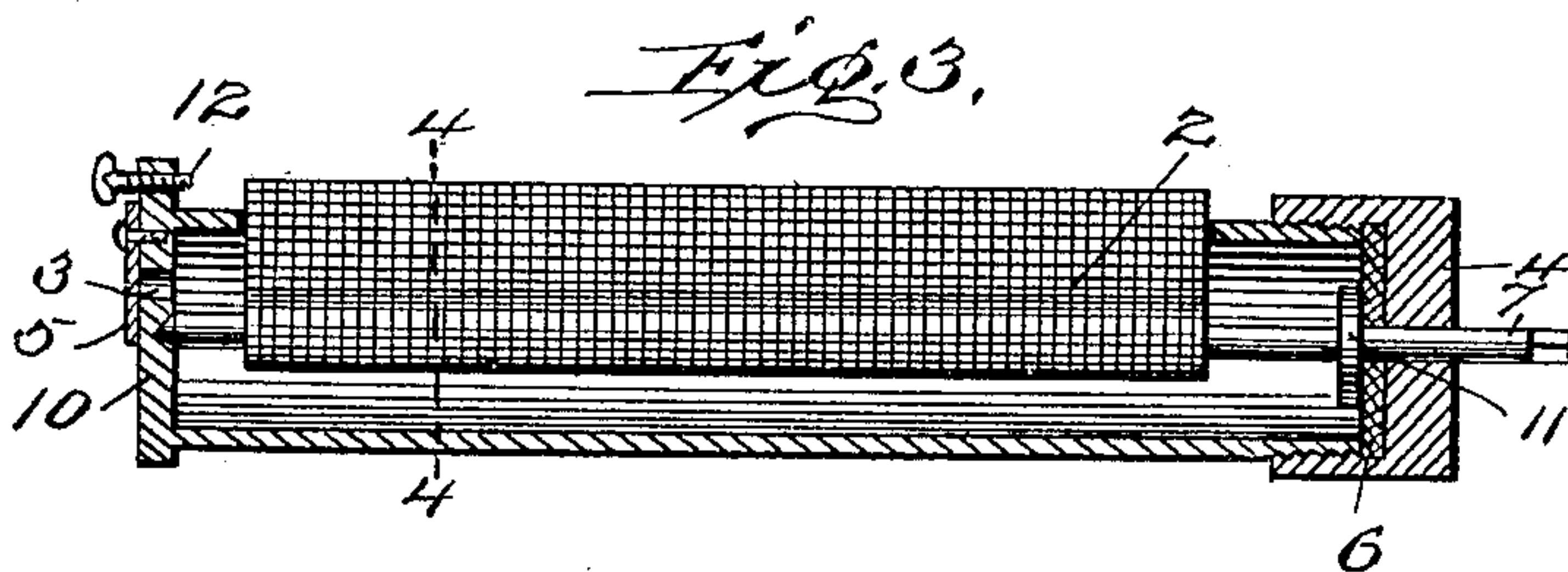
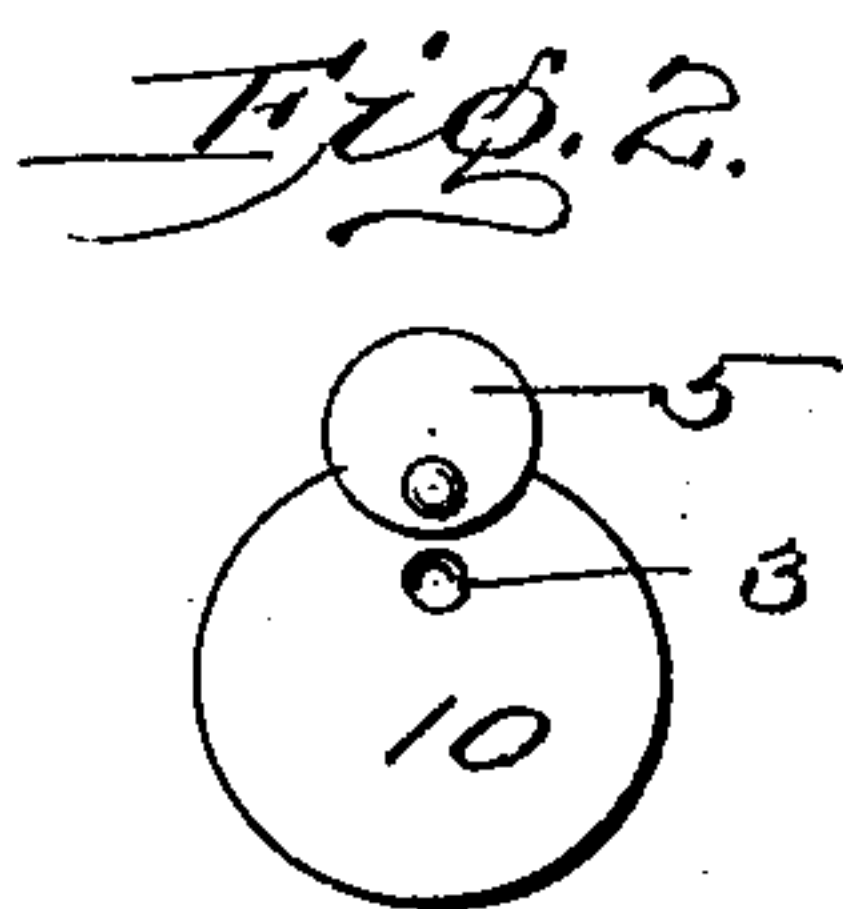
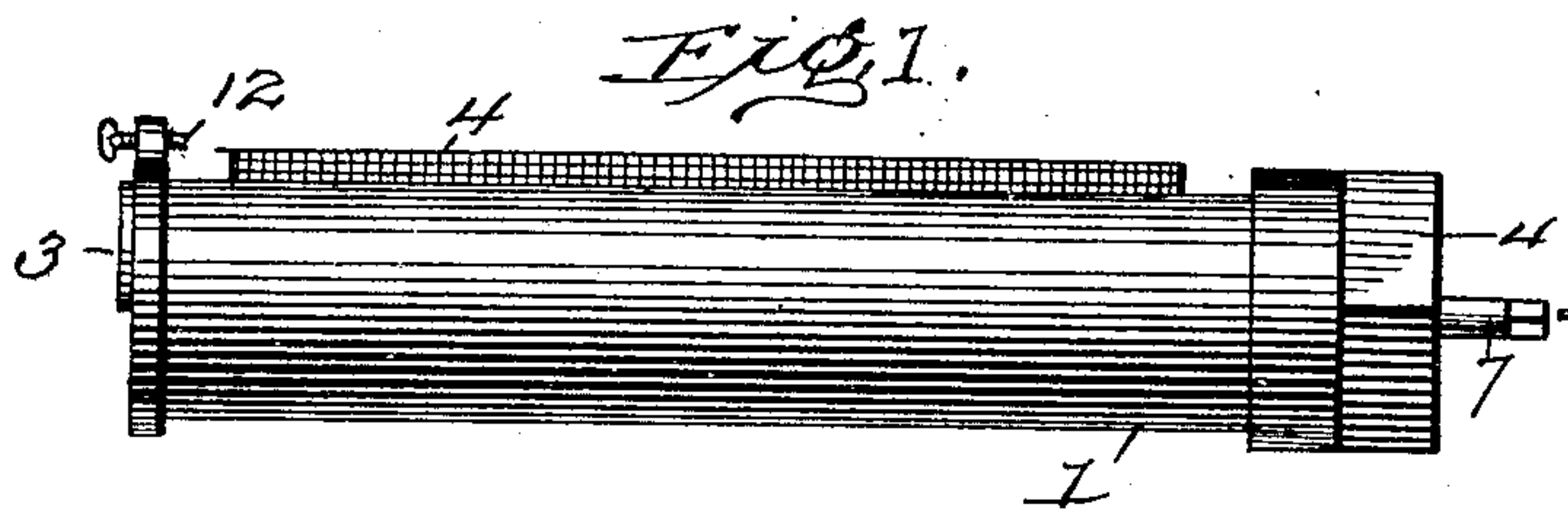


J. BARRY.
 MEANS FOR LUBRICATING SHAFTING.
 APPLICATION FILED OCT. 18, 1907. RENEWED FEB. 20, 1909.
 919,679. Patented Apr. 27, 1909.



Witnesses
*J. M. Fowler &
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UNITED STATES PATENT OFFICE.

JAMES BARRY, OF OCEAN VIEW, CALIFORNIA.

MEANS FOR LUBRICATING SHAFTING.

No. 919,679.

Specification of Letters Patent.

Patented April 27, 1909.

Application filed October 18, 1907, Serial No. 398,112. Renewed February 20, 1909. Serial No. 479,268.

To all whom it may concern:

Be it known that I, JAMES BARRY, a citizen of the United States, residing at Ocean View, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Means for Lubricating Shafting; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improved mechanism for lubricating shafting and particularly to mechanism for continuously distributing lubricant in proximity to the circumference of the shafting.

The invention consists of the production of a hollow shaft or axle, or one formed with a hollow portion for accommodating a wick designed to conduct lubricating material from a suitable receptacle to the bearing proper, and means for holding the wick in proper position.

The invention further consists in certain novel constructions, combinations and arrangements of parts, which will be hereinafter more fully described and claimed.

In the accompanying drawings:—Figure 1 is a side elevation of a shaft or axle provided with my self lubricating device. Fig. 2 is an end view showing an inlet for forcing lubricant into the axle. Fig. 3 is a longitudinal vertical section. Fig. 4 is a section on line 4—4 of Fig. 3. Fig. 5 shows the bar for regulating the position of the wick.

Referring more particularly to the drawings, 1 is a hollow shaft adapted to receive and contain the wick 2. In effect axle 1 is substantially a tube having one end provided with an opening 3, through which lubricant is designed to be forced, and the other end closed by a cap 4. The aperture 3 is designed to be covered by a swinging member or disk 5 for preventing any foreign matter from entering the axle. The screw-threaded cap 4 permits of easy access to the interior of the axle, and in order to provide means for preventing any lubricant from escaping, a packing is interposed between the end of axle 1 and the said cap. Passing through the cap

and packing is a centrally located shaft or spindle 7 provided with lugs or barbs 8, the lugs or barbs designed to engage one end of the wick 2, so that when the spindle 7 is turned the wick will be wound as shown in Fig. 4, one end being allowed to project above the surface of the axle through aperture 9. The spindle 7 is journaled at one end in the member 10.

A suitable stop or lug 11 is secured to shaft 7 so as to prevent packing 6 from accidentally becoming displaced and leaving its correct position in cap 4. The slot 9 may be the full length of the shaft, or several individual slots may be positioned at proper intervals along the shaft. In any case the spindle 7 will extend the full length of the shaft and will engage all of the wicks employed. A set screw 12 in a flange on the left hand end of the shaft may be used to hold the shaft from turning in its supports.

In constructing a shaft with a slot as 9, wick 2, and means for holding the same in position, a device is provided in which lubricant is designed to be fed by capillary attraction to the inner surface of the hub. In the case of horizontal shafts, the slot 9 is preferably located on the upper side, in order to prevent the oil from flowing from the lubricating chamber except under the influence of capillary attraction.

What I claim is:—

In a device of the character described, a hollow shaft formed with an opening in the side thereof, one end of the shaft being solid, a cap located on the opposite end of the shaft, a centrally located longitudinal spindle within said shaft, said spindle journaled at one end in the cap and accessible from the exterior, means for preventing the longitudinal movement of the cap, engaging devices on the spindle, a wick projecting from the opening in the side of the shaft and engaged by said spindle.

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

JAMES BARRY.

Witnesses:

EDWARD L. THOMAS,
J. M. BUCKMINSTER.