2 Sheets—Sheet 1.

J. SCOTT.

Axle-Lubricator.

No. 51,756. Patented Dec 26, 1865.

Fig. 1

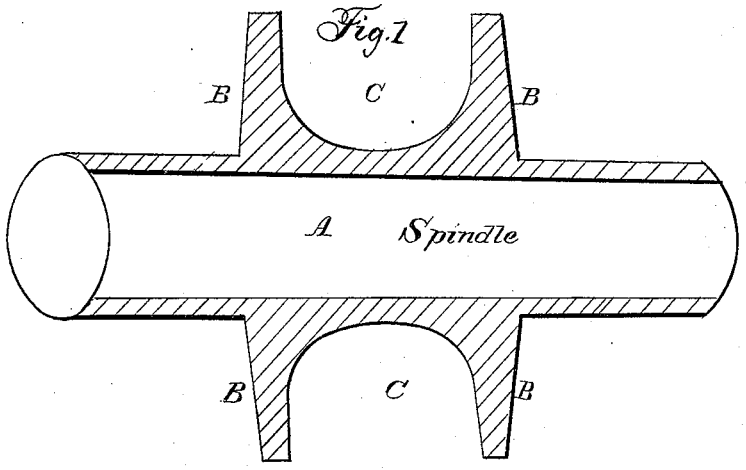
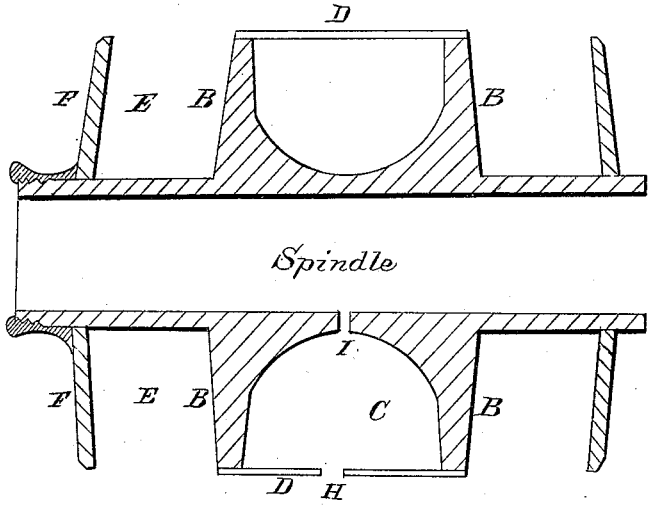


Fig. 2



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2 Sheets—Sheet 2.

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Axle-Lubricator.

No. 51,756. Patented Dec 26, 1865.

Fig.3

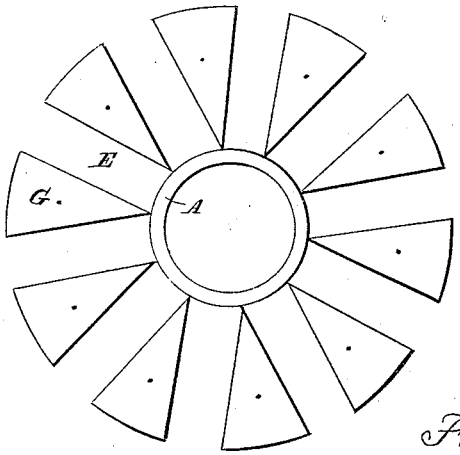


Fig.4

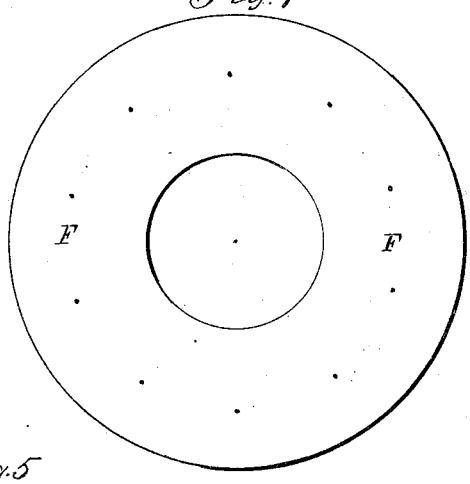
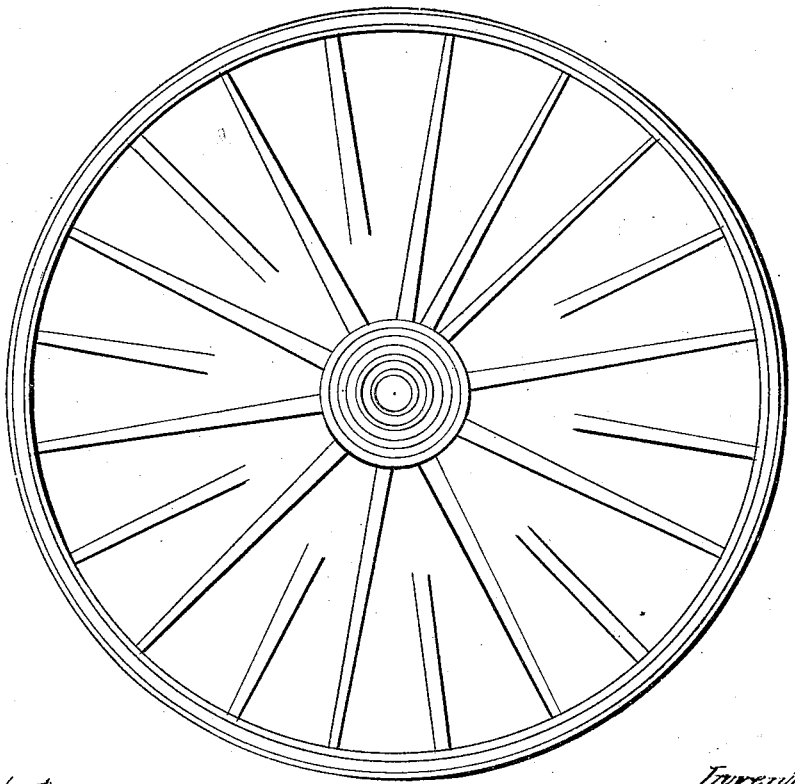


Fig.5



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UNITED STATES PATENT OFFICE.

JOHN SCOTT, OF OCALA, FLORIDA.

IMPROVEMENT IN CARRIAGE-WHEELS.

Specification forming part of Letters Patent No. **51,756**, dated December 26, 1865.

To all whom it may concern:

Be it known that I, JOHN SCOTT, of the town of Ocala and county Marion, State of Florida, have invented a new and Improved Method of Making Wheels for Carriages, Carts, and other Wheeled Vehicles; and I do declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

Similar letters refer to the same parts in each of the drawings.

The object of my invention is to make a light and strong double-dished wheel, and one that will be self-lubricating.

To enable others skilled in the art to make and use my invention, I will proceed to decribe its construction and operation.

Figure 1 is a side view of that part of the hub which will require to be cast in one piece, consisting of the box A and the flanges B. These flanges will answer the double purpose of holding the spokes on the one side and also assisting in the formation of the oil-chamber *c*. Fig. 2 is a side view of the hub longitudinally divided, so as to show a wrought-iron band or cylinder, D, broad enough to cover the two flanges B B. This band or cylinder is to be heated and shrunk onto its place, thus strengthening the cast metal and tightly covering the oil-chamber which surrounds the box of the hub. Fig. 3 is an outside end view of one of the flanges to receive the end of the spokes E. The intermediate triangular cleats, G, may be cast with the flange, or may be made separate and composed of wood or other material and held to their places by the same bolts or screws which hold the cap to its place. Fig. 4 is a cap to fit against the outside end of the flange to assist in holding the spokes firmly to their place. This cap is held to its place by bolts or screws, or it may be so arranged as to constitute both cap and sand-band together, all of which can be screwed on the end of the hub or box. Fig. 5 is a perspective side view of the wheel.

The oil is introduced into the chamber through the hole H in the band, which hole is closed by a thumb screw. In the opposite side of the chamber, at I, is a small hole left open for the purpose of gradually discharging a small quantity of oil on the axle all the time the wheel is revolving. The chamber should never be more than half filled with oil; otherwise it would be constantly discharging the oil through the hole I till it reached that point, whether the wheel was in motion or at rest; but if the chamber be half filled or less than half filled there will be no discharge of oil through the hole unless the wheel be in motion, so as to agitate the oil by throwing it to the point. Thus the axle is constantly being oiled at the very time required, and at no other time.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The making a cast-iron hub, as described, with projecting flanges from the box, which flanges are covered with a wrought-iron band, thus forming the oil-chamber, with openings I and H, as shown and described.

2. In combination with the hub-band and oil-chamber, as above described, the double set of spokes with the cleats, constructed and arranged as set forth, for the purposes specified.

JNO. SCOTT.

Attest:

A. O. BARNY,
CHAS. B. JONES.