

N. B. BROWN
Axle-Lubricator.

No. 54,246.

Patented Apr 24, 1866

Fig: 1.

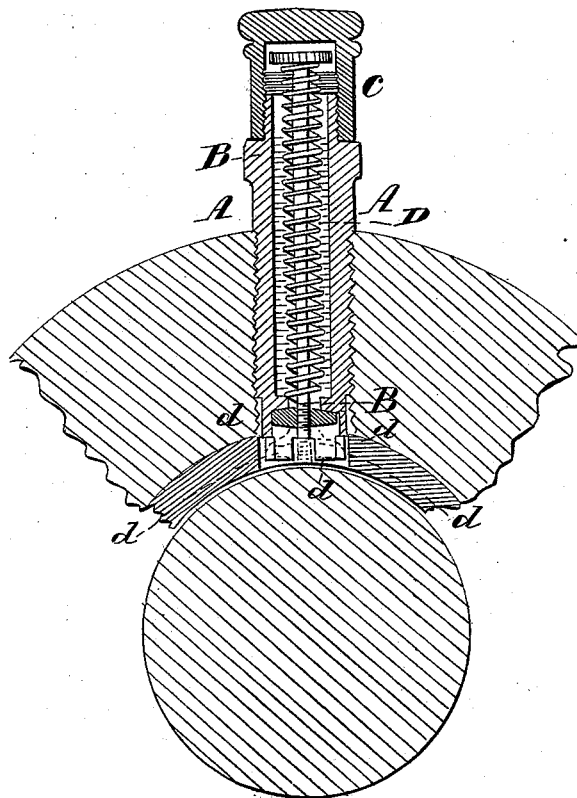
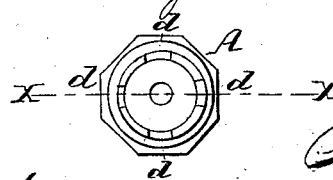


Fig: 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

N. B. BROWN, OF ANTWERP, NEW YORK, ASSIGNOR TO HIMSELF AND
ELBRIGE SIMS, OF SAME PLACE.

IMPROVEMENT IN DEVICE FOR LUBRICATING CARRIAGE-AXLES.

Specification forming part of Letters Patent No. 54,246, dated April 24, 1866.

To all whom it may concern:

Be it known that I, N. B. BROWN, of Antwerp, Jefferson county, State of New York, have invented a new and useful Device for Lubricating Carriage-Axles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a longitudinal vertical section of my invention taken on the plane of the line *xx*, Fig. 2. Fig. 2 is an inverted plan view of the device.

Similar letters of reference indicate like parts.

The object of my invention is to provide a means for lubricating the axles of carriages without the necessity of removing the wheel from the same.

My invention consists in the employment of a hollow tube or oil-receiver, which carries within it a spring piston-rod or valve-stem for opening and closing a valve at the lower end of the tube or oil-receiver, and at its top a cap to prevent the oil from escaping when the wheel revolves, the said device to be so introduced into the hub of the wheel as to open upon the axle of the carriage.

A designates a tube or oil-receiver which, in the present instance, has a screw-thread cut upon its outside for a certain distance, to enable it to be screwed into the hub of the wheel and down sufficiently far to permit its lower end to open upon the axle; but the screw-thread may be dispensed with and the tube or oil-receiver be inserted or secured in any other suitable way.

I will remark that it is not necessary that the oil-receiver should be a tube, though I think this would be the most convenient form, in view of its location.

B is the valve-stem, and this carries at its lower end a valve, *a*; whose seat is above it, and against which it is caused to press by a spiral spring, D, coiled around it and resting at one end upon the top of the valve-seat and at the other against a knob or thumb-piece, *b*, on the upper end of the piston-rod. The lower end of the tube, where the valve is located, has its sides split or slots *d* cut therein for permitting the issuing of the oil when the valve is thrown down, as shown in red in Fig. 1.

C is a cap, which screws upon the top of the tube to conceal the parts inside, as well as to prevent the unused oil from escaping.

When it is desired to oil the carriage-axle the cap C is removed and the tube filled with oil. The valve-stem may then be depressed, which opens the valve and allows the oil to issue through the slots *d* upon the axle. So soon as the pressure is released from the valve-stem the valve closes and the cap is to be replaced upon the tube, when the process of lubricating the axle will have been completed.

This is a very simple device, and will be found to operate with perfect satisfaction.

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

The spring-valve *a*, in combination with the slotted receiver A, applied and operating as described.

N. B. BROWN.

Witnesses:

G. S. SAWINS,
WM. N. JOHNSON.