

(No Model.)

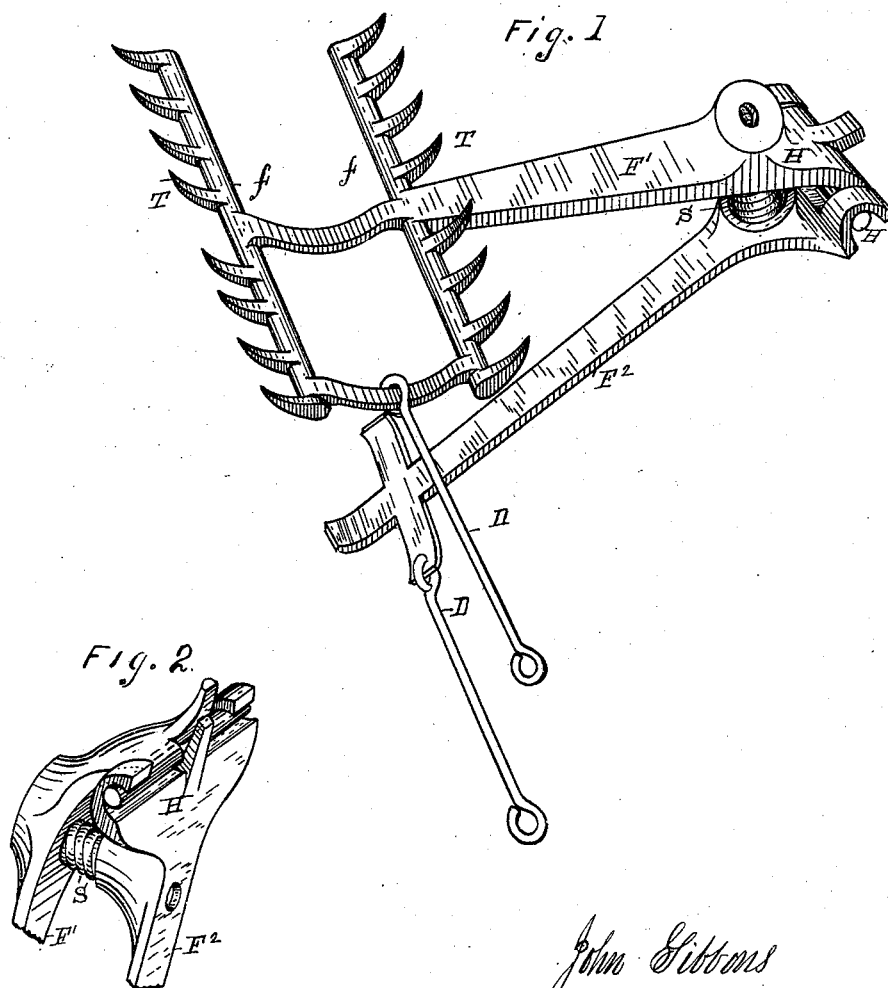
3 Sheets—Sheet 1.

J. GIBBONS & G. R. MENEELY.

OILER FOR CAR AXLES.

No. 301,880.

Patented July 15, 1884.



John Gibbons
George R. Meneely

INVENTORS

WITNESSES:

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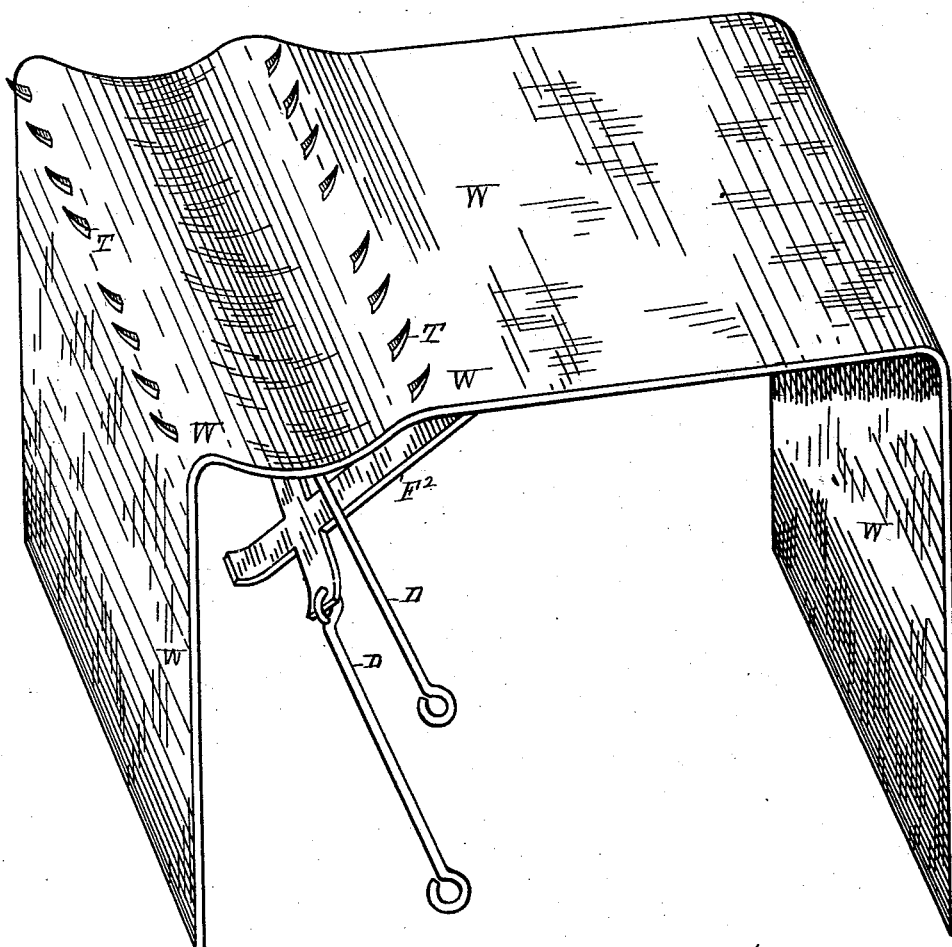
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Fig. 3



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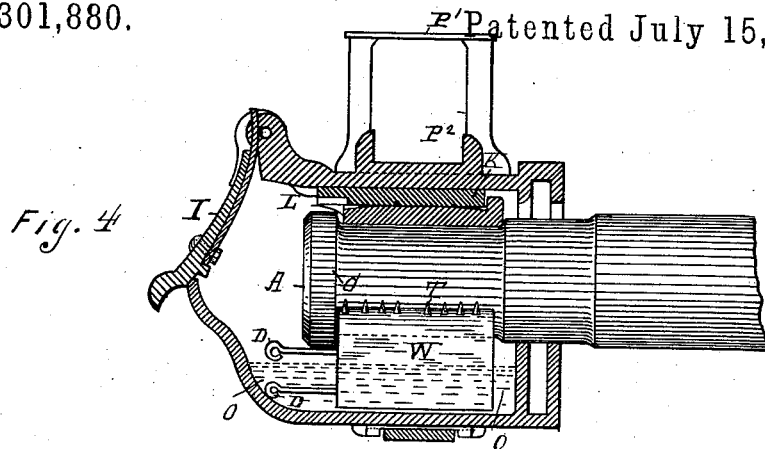
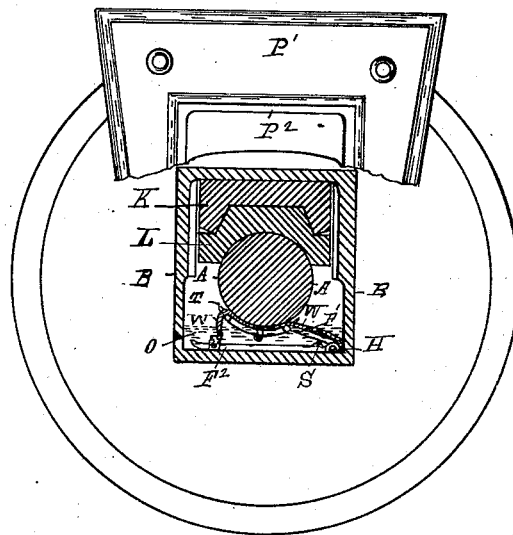


Fig. 5



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UNITED STATES PATENT OFFICE.

JOHN GIBBONS, OF WEST TROY, AND GEORGE R. MENEELY, OF ALBANY, N. Y.

OILER FOR CAR-AXLES.

SPECIFICATION forming part of Letters Patent No. 301,880, dated July 15, 1884.

Application filed May 26, 1884. (No model.)

To all whom it may concern:

Be it known that we, JOHN GIBBONS, of the village of West Troy, county of Albany, State of New York, and GEORGE R. MENEELY, of the city of Albany, State and county aforesaid, have jointly invented a new and useful Improvement in Oilers for Car-Axles, of which the following is a specification.

Our invention relates to devices for supplying oil to railway-car axles; and our invention consists (as will be more fully detailed hereinafter in connection with its illustration) in the combination, with a wick the ends of which are adapted to be immersed in oil contained in the bottom of the journal-box, of a two-part frame constructed to hold said wick in contact with the axle, the said two parts of the frame being hinged together on one of their side edges, and provided with an intermediately-placed spring, which forces the upper part of the frame and that which carries the wick up under the car-axle so as to be in contact with the latter, the object and purpose of our invention being to save oil, and to make the combined wick-holder and wick in such a manner that it can be applied to the ordinary form of axle-boxes without their reconstruction, and so that it may be applied thereto and removed therefrom.

Accompanying this specification, to form a part of it, there are three plates of drawings, containing five figures illustrating our invention, with the same designation of its parts by letter-reference used in all of them. Of these illustrations, Figure 1 shows a perspective of the two-part-frame wick-holder. Fig. 2 illustrates a perspective of the hinged ends of the two-part frame and the intermediately-placed spring, the arms of the frame being broken off. Fig. 3 illustrates in a perspective the combined frame and wick. Fig. 4 shows a vertical section of a car-axle box, taken centrally and longitudinally through the same, and showing also in a side elevation the axle, applied wick-holder, and wick. Fig. 5 shows a cross vertical section of a car-axle box, axle, and the applied wick-frame holder and wick.

The several parts of the mechanism constituting our invention, and those of a car-axle in box in connection with which it operates, are designated by letter-reference, and their function is explained as follows:

The letter F' indicates the upper part of the frame which holds the wick, and F² the lower part of the frame. These two parts are hinged together at H, with a spiral spring, S, placed between them, and so arranged that when the free ends of this frame are pressed together they are so forced against the elastic force of said spring S.

The letters D D indicate handles, each of which are attached to one of the two parts F' and F² of the frame, and by means of which handles the apparatus is inserted in the axle-box or drawn out therefrom.

The letters T designate teeth projected outwardly from the parallel sides *ff* of the upper part, F', of the frame, and the object and function of these teeth is to puncture so as to hold in place the wick W when in position within the axle-box, as appearing at Figs. 4 and 5.

The letter B designates the journal-box; A, the axle; L, the bearing; C, the axle-collar; I, the journal-box cover; P', the pedestal; P², the pedestal-jaw, and K the journal-bearing key.

The operation of the parts constituting our invention as thus constructed and arranged is as follows: Oil having been supplied to the box through the opening bounded by the cover P, and being within the box, as represented at O, the wick W having been drawn onto the teeth T, as shown at Fig. 2, the parts F' and F² of the frame are forced together against the recoil force of the spring S, when the wick and connected holder-frame are inserted within the axle-box, so as to be back of the collar C of the car-axle. When the frame wick-holder is thus placed, and the spring S allowed to become active, the latter forces upwardly the part F', on which the wick is placed, and so that the arms *ff* of the frame are on each side of the axle and parallel therewith, and the wick where between the said arms is in contact with a large portion of the under surface of the axle, the other parts of the wick extending downwardly into the oil O in the bottom of the journal-box, the lower part of the frame F also being at the bottom of the box. As thus placed, the wick absorbs oil, which, by attraction, is taken up by it and distributed onto the surface of the axle as it revolves. When it is desirable to remove the apparatus, it is taken hold of by the handles,

the parts F' and F^2 are forced together, when it is easily drawn out through the opened end of the journal-box. While we have shown but one wick, if desired, two may be employed having a less width than that shown to be employed.

An apparatus thus constructed can be applied to the journal-boxes now in use without their reconstruction. It is easily put in place and easily removed, while its use effects a great saving of oil.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In an oiler for a car-axle, the combination of a two-part frame, with the upper part constructed to receive and hold a wick, as shown, a hinge connecting one of the adjacent sides of the upper and lower parts of said frame, and a spring placed between said upper and lower parts of the frame adjacently to where they are hinged with said parts, constructed and arranged to operate substantially in the manner as and for the purposes set forth.

2. In an oiler for a car-axle, the combination of the upper wick-holder frame, F' , made with the arms ff and teeth T , the lower frame, F^2 , the hinge H , the wick W , and the spring S , with the said parts constructed and arranged to operate substantially in the manner as and for the purposes set forth.

3. In an oiler for a car-axle, the combination of the upper wick-holder frame, F' , made with the arms ff and teeth T , the lower frame, F^2 , the hinge H , the wick W , the spring S , and the handles D , with the said parts constructed and arranged to operate substantially in the manner as and for the purposes set forth.

Signed at Troy, New York, this 7th day of May, 1884, in presence of two witnesses.

JOHN GIBBONS.
GEO. R. MENEELY.

Witnesses:

CHARLES S. BRINTNALL,
STANLEY M. HOLDEN.