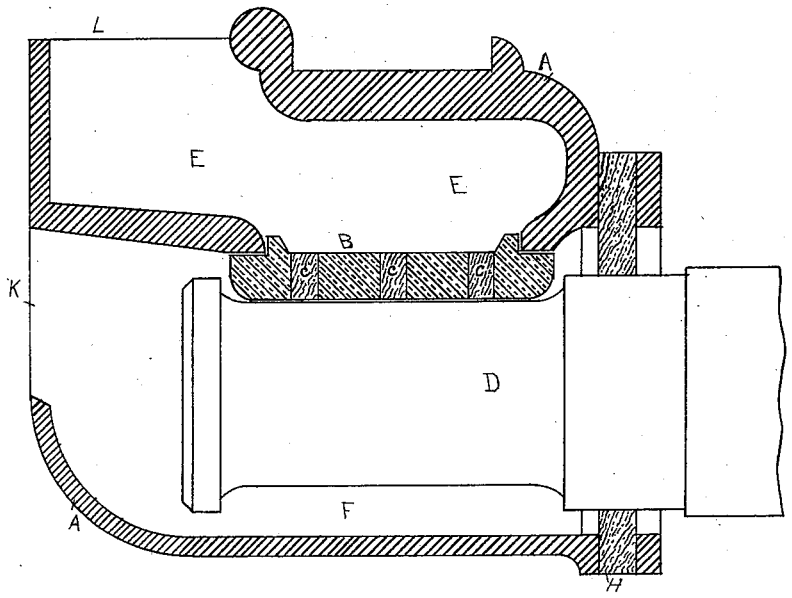
(No Model.)

S. B. ARCHER.

CAR AXLE BOX.

No. 304,251. Patented Aug. 26, 1884.



WITNESSES:

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SAMUEL B. ARCHER, OF SARATOGA SPRINGS, NEW YORK.

CAR-AXLE BOX.

SPECIFICATION forming part of Letters Patent No. 304,251, dated August 26, 1884.

Application filed November 23, 1883. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL B. ARCHER, a citizen of the United States, residing at Saratoga Springs, in the county of Saratoga and State of New York, have invented certain new and useful Improvements in Car-Axle Lubricators, of which the following is a specification, reference being had therein to the accompanying drawing, which forms a part of this specification, in which the figure represents a longitudinal section of my invention in its position on a car-axle.

My invention relates to that class of devices for lubricating the axles of railway-cars in which the oil is automatically fed to the axle. To accomplish this my invention consists in an oil-box similar in outward appearance and construction to those now in common use, with the exception of the extension on the upper front side, which is so formed as to provide a larger reservoir for holding the oil. On the inside, over the axle, it is made of such shape as to form a reservoir for holding oil. The bottom of this reservoir is left open and made so that the metal bearing over the axle will fit in such a manner as to form a bottom for said reservoir. This metal bearing is made in a separate piece, so that it may be easily replaced when worn out. If necessary to prevent leakage, a packing of some kind may be placed between the bottom of the reservoir and the bearing. In order to feed the oil to the axle, the bearing is provided with as many holes as may be necessary, and to prevent the oil from feeding too fast these holes are filled with a soft-wood peg, which prevents the oil from feeding to the axle when the cars are not in motion, and depending on the suction caused by friction to feed the oil when the cars are in motion. Under the axle a chamber may be provided for waste, if desired.

In the drawing, A A denote the oil-box.

E E is the reservoir over the axle D, having the bearing B placed in between and forming the bottom of the reservoir E. This bearing is provided with holes *c c c*, which are filled with soft-wood pegs to prevent the oil from feeding too fast.

F is a chamber for waste.

H is a washer around the axle to prevent dust from getting into the box.

K is an opening into the lower part of the box to put in new bearings.

L is an opening into the reservoir, which is covered with a cap or lid.

The operation is as follows: The oil is put into the reservoir E at the opening L. When the cars are put in motion, the revolving of the axle causes a vacuum, which sucks the oil through the wood pegs in the holes *c*.

Having thus described my invention, what I claim is—

1. In combination with the axle of a railway-car, an oil-box provided with a reservoir over the axle, arranged in such manner that the metal bearing forms a movable bottom for said reservoir, the metal bearing to be provided with feeder-holes which are filled with soft wood, substantially as described.

2. In combination with the axle of a railway-car, the oil-box A, provided with a reservoir, E, the bearing B, provided with feeder-holes *c*, filled with wood pegs so arranged that the bearing B forms the bottom of reservoir E, substantially as set forth.

3. In combination with the axle D, the oil-box A, provided with reservoir E, bearing B, forming bottom of reservoir, feeder-holes *c*, filled with wood pegs, washer H, chamber F, and openings K and L, all substantially as described and set forth.

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

SAMUEL B. ARCHER.

Witnesses:
LUCIAN O'BRIEN,
JOHN L. GINCK.