

J. B. FLYNT.
CAR AXLE LUBRICATOR.

No. 181,428.

Patented Aug. 22, 1876.

Fig. 1.

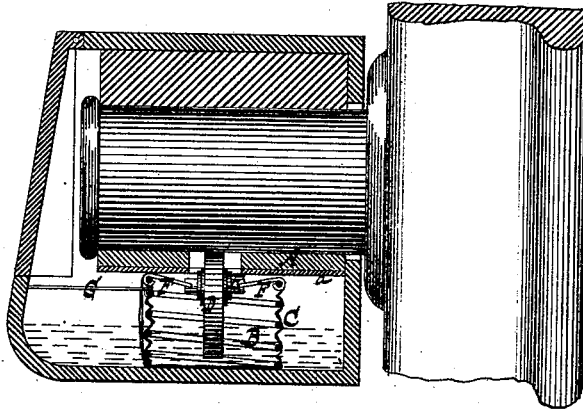
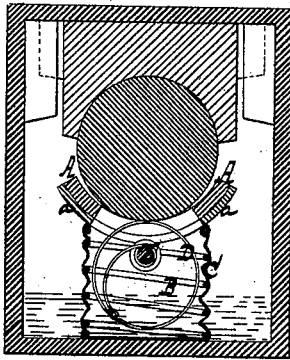


Fig. 2.



Witnesses

Otto Schupfeland.

Robt. E. Miller.

Inventor.

James B. Flynt.

per
Van Santwood & Hauff

Attorneys.

UNITED STATES PATENT OFFICE.

JAMES B. FLYNT, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN CAR-AXLE LUBRICATORS.

Specification forming part of Letters Patent No. 181,428, dated August 22, 1876; application filed June 6, 1876.

To all whom it may concern:

Be it known that I, JAMES B. FLYNT, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Car-Axle Lubricators, which improvement is fully set forth in the following specification, reference being had to the accompanying drawing, in which—

Figure 1 represents a longitudinal vertical section. Fig. 2 is a transverse vertical section on a larger scale than the previous figure.

Similar letters indicate corresponding parts.

This invention relates to certain improvements in that class of car-axle lubricators in which an absorbent pad is supported by springs, which keep said pad in contact with the journals of the car-wheel, the lubricating material being supplied to the journals by a wheel supported by springs connected with its journals and pad-supporting springs in such manner that said wheel will be within the car-axle box, and be rotated by the revolution of the car-axle or journal supplying it with lubricating material.

My invention consists in arranging an eccentric lubricating-wheel within, and supporting it on, a spiral spring, which spring also serves as a support for the absorbent pads, and a frame for sustaining the dirt-excluding jacket, the gudgeon or axle of the lubricating-wheel being connected to and suspended by rods or links, all as more fully hereinafter described.

In the drawing, the letter A designates the pad of my lubricator, which consists of felt or other absorbent material, and which is supported by a spiral spring, B. With the pad A is combined a supporting-layer, *a*, of leather or other equivalent material, and the spring B is made of a diameter equal, or nearly so, to the width of said pad, so that the latter is supported throughout the largest portion of its area. The spring B is surrounded by a jacket, C, of canvass or other equivalent material, which yields when the spring is compressed, and which may be provided with a bottom, if desired. In the interior of the jacket C is situated an elastic eccentric wheel, D, which is, by preference, made of a coiled spring, the outer coil of which forms a true circle, which, however, is not concentric with

the center of the wheel. This wheel turns loosely on an axle, E, from the ends of which extend rods F (see Fig. 1) that are secured to the coils of the spiral spring B.

By these means a lubricator is obtained, all the parts of which are yielding or elastic, so that the same can be readily compressed and introduced into a car-axle box of the ordinary construction, and after having been introduced the pad A is held in close contact with the journal of the axle and the elastic eccentric wheel D drips down into the lubricating material, while it also bears against the journal, so that the same, by the frictional contact with the journal, will be caused to revolve and to supply the journal with lubricating material.

The jacket C prevents the dust from coming in contact with the lubricating material contained in its interior, so that the journal is preserved against injury from impurities mixed with the lubricating material, and to one of the coils of the spiral spring B is hinged a finger, G, which, after the lubricator has been adjusted in the axle-box is turned out, and caused to bear against the front wall of the box, so as to prevent the lubricator from sliding out of its correct position.

By this construction the numerous springs heretofore employed for supporting the jacket and lubricating-wheel are dispensed with, a single spring being made to support a dust-excluding jacket, an eccentric wheel, and absorbent pads.

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

The combination, in a car-axle box, of an absorbent pad supported upon a vertical spiral spring, resting upon the bottom of the axle-box, and provided with a flexible jacket, said jacket and pad inclosing an eccentric wheel turning loosely upon an axle supported by rods jointed to its ends and to the coils of the spring, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 31st day of May, 1876.

JAMES B. FLYNT. [L. s.]

Witnesses:

W. HAUFF,
E. F. KASTENHUBER.