C. MAUS.

Device for Oiling Wagon-Wheels.

No. 201,259. Patented March 12, 1878.

Fig. 1.

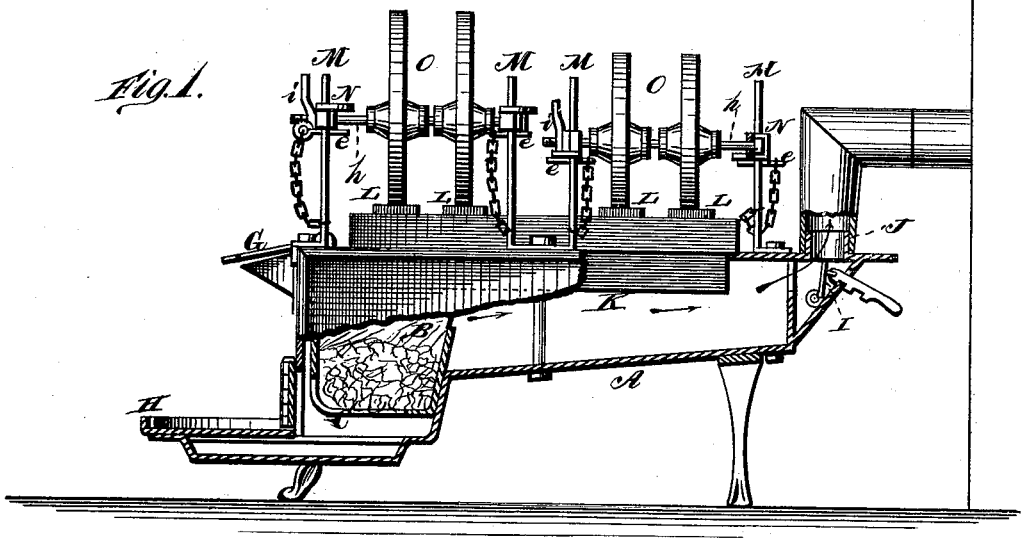
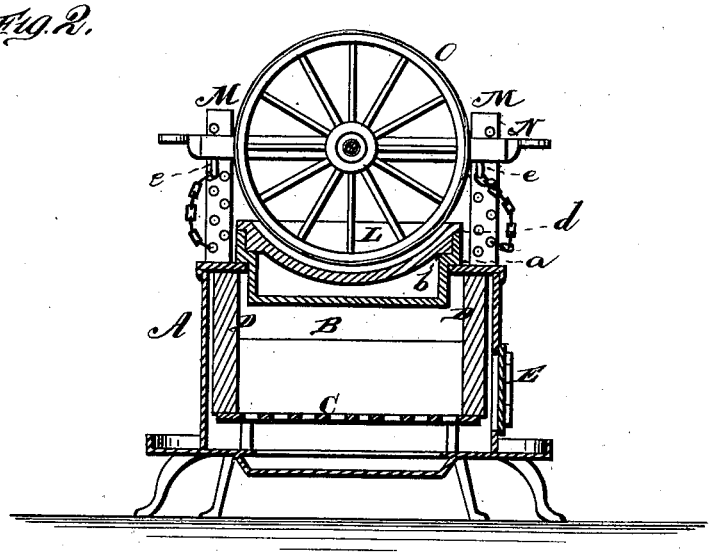


Fig. 2.



WITNESSES

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CHARLES MAUS, OF DANVILLE, PENNSYLVANIA.

IMPROVEMENT IN DEVICES FOR OILING WAGON-WHEELS.

Specification forming part of Letters Patent No. **201,259**, dated March 12, 1878; application filed December 8, 1877.

To all whom it may concern:

Be it known that I, CHARLES MAUS, of Danville, in the county of Montour and State of Pennsylvania, have invented a new and valuable Improvement in Devices for Oiling Wagon-Wheels; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal vertical section of my device for oiling wagon-wheels, and Fig. 2 is a transverse vertical section of the same.

The nature of my invention consists in the construction and arrangement of an apparatus for filling the pores of the wood in the tenons and fellies of wagon-wheels, and wheels for all kinds of vehicles, with linseed-oil, as will be hereinafter more fully set forth.

The annexed drawing, to which reference is made, fully illustrates my invention.

A represents a stove constructed for the purpose of oiling the tenons and fellies of wheels, having a fire-box, B, with grate C, and fire-brick D at the sides. It is intended for burning either wood or coal. If wood is used, the fire-brick D at each end of the grate is taken out and the side door E is used for putting in the wood. For coal the fire-bricks are left in, and the coal is put in through the small door G at the top and front of the stove. The slide H in the hearth can be drawn out or closed to suit the draft. In the back end of the stove, below the stove-pipe collar J, is a damper, I, which can be partially or entirely closed.

The stove A is open on the top for the large pan K to sit in, said pan having an offset, *a*, which sits on top of the stove, and the bottom of the pan projects down in the stove.

Fitting in the large pan are four small pans, L, having circular bottoms, and two flanges, *b d*, at each end. The lower flanges *b* lie on the shoulder or offset of the large pan K, and the top flanges *d* rest on the top edge of the large pan. The small pans L can be moved backward and forward to suit the different-sized wheels.

On each side of the large pan K, from the top of the stove, rise four uprights or standards, M M, which are perforated with numerous holes, as shown, to receive pins *e e*, for holding levers N N in place, said levers having sockets formed on or attached to them, or mortises through them, for passing over the standards. By means of the perforations in the standards and the pins the levers may be raised or lowered to suit different-sized wheels.

Each lever has a hole in the center for the insertion of a round rod, *h*, having on one end a nut, *i*, to keep it in place. The pins *e* are chained fast to the standards, so that they cannot get lost, and they are always ready at hand to be inserted.

The large pan K is filled with water, and the small pans L have linseed-oil put in them. The wheels O are put in place—the two large on one rod, *h*, and the two small ones on the other rod. Each rod *h* is put through one of the middle levers N, then the two wheels put on the rod, and then the outside lever, after which the burr or nut *i* is put on and screwed up. Each set or pair of levers, with the wheels between them, is then lifted up and placed upon the standards M, and held by the pins *e* at such a height that the wheels will not touch the bottom of the pans L. The water in the large pan K is then set to boiling, which will heat the oil in the small pans, so that it will penetrate the pores of the wood. When one part is completely saturated with oil, the wheels are turned so as to bring another part in the oil, and so on until the entire felly and all the tenons have been oiled completely. The levers are then raised, so that the wheels will be out of the oil, to allow the oil on them to drain off, after which they are taken out and another set put on and manipulated in the same manner.

With this mode of oiling there is no danger of burning the oil nor charring the fellies. It makes the oil of the proper heat to penetrate the wood. The stove answers at the same time the purpose of heating the shop in the winter-time.

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

1. As a means for saturating the fellies and tenons of a wheel, the combination of a stove,

a water-vessel, and horizontally-adjustable oil-pans, arranged substantially as described.

2. The stove A, constructed, as described, with an open top, fire-box B, grate C, fire-brick D, doors E G, and damper I, all substantially as and for the purposes set forth.

3. The combination of the pan K, having shoulder *a*, and the pans L L, having flanges *b d* at each end, substantially as and for the purposes set forth.

4. The perforated standard M, with pins *e*, levers N, and rod *h*, with nut *i*, in combination with a stove, A, water-pan K, and oil-pans L, substantially as and for the purposes set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

CHARLES MAUS.

Witnesses:

ZACHARIAH MARKLE,

STEPHEN JOHNSON.