

June 19, 1962

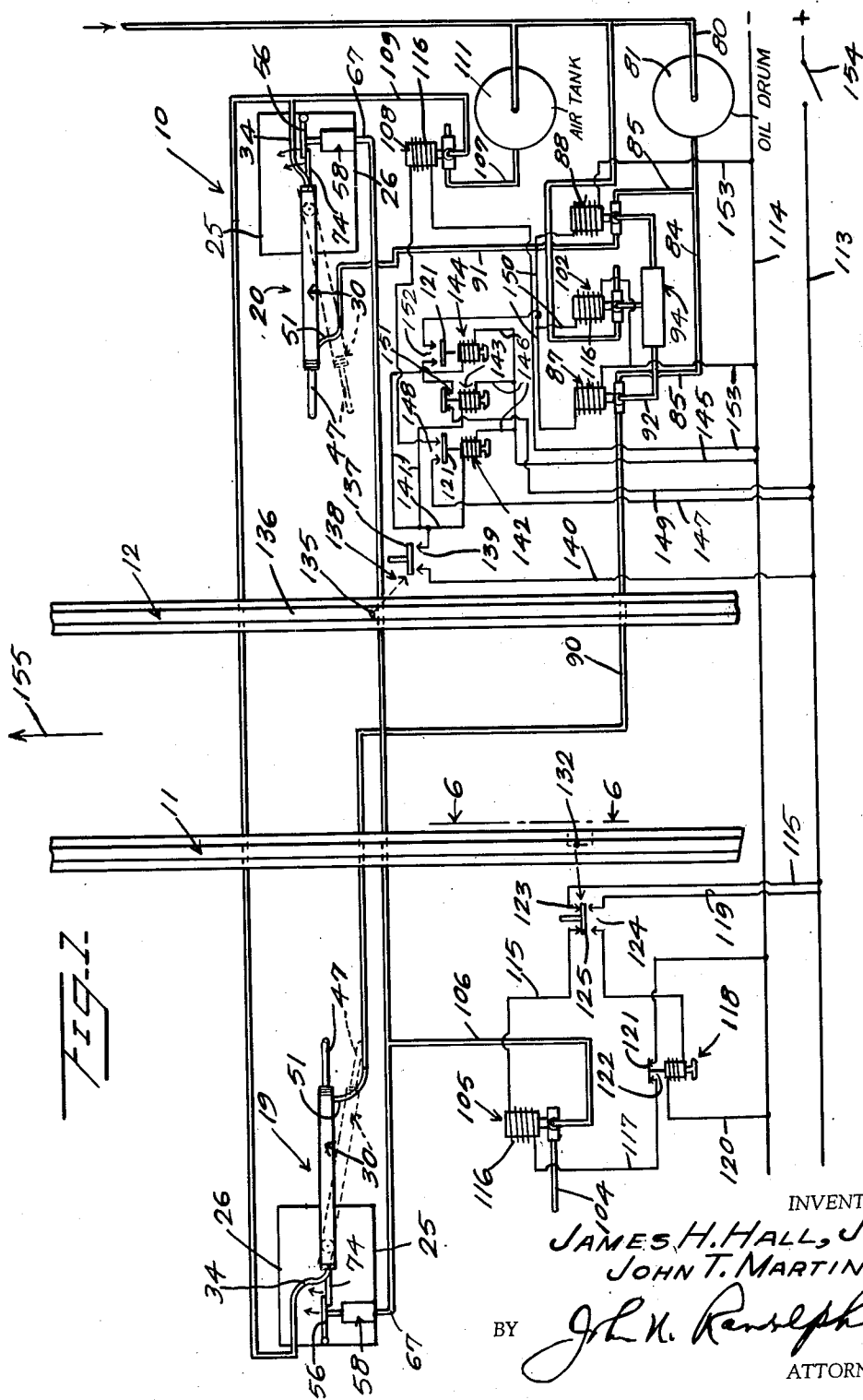
J. H. HALL, JR., ET AL

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SEMI-AUTOMATIC JOURNAL BOX OILING DEVICE

Filed Nov. 14, 1960

4 Sheets-Sheet 1



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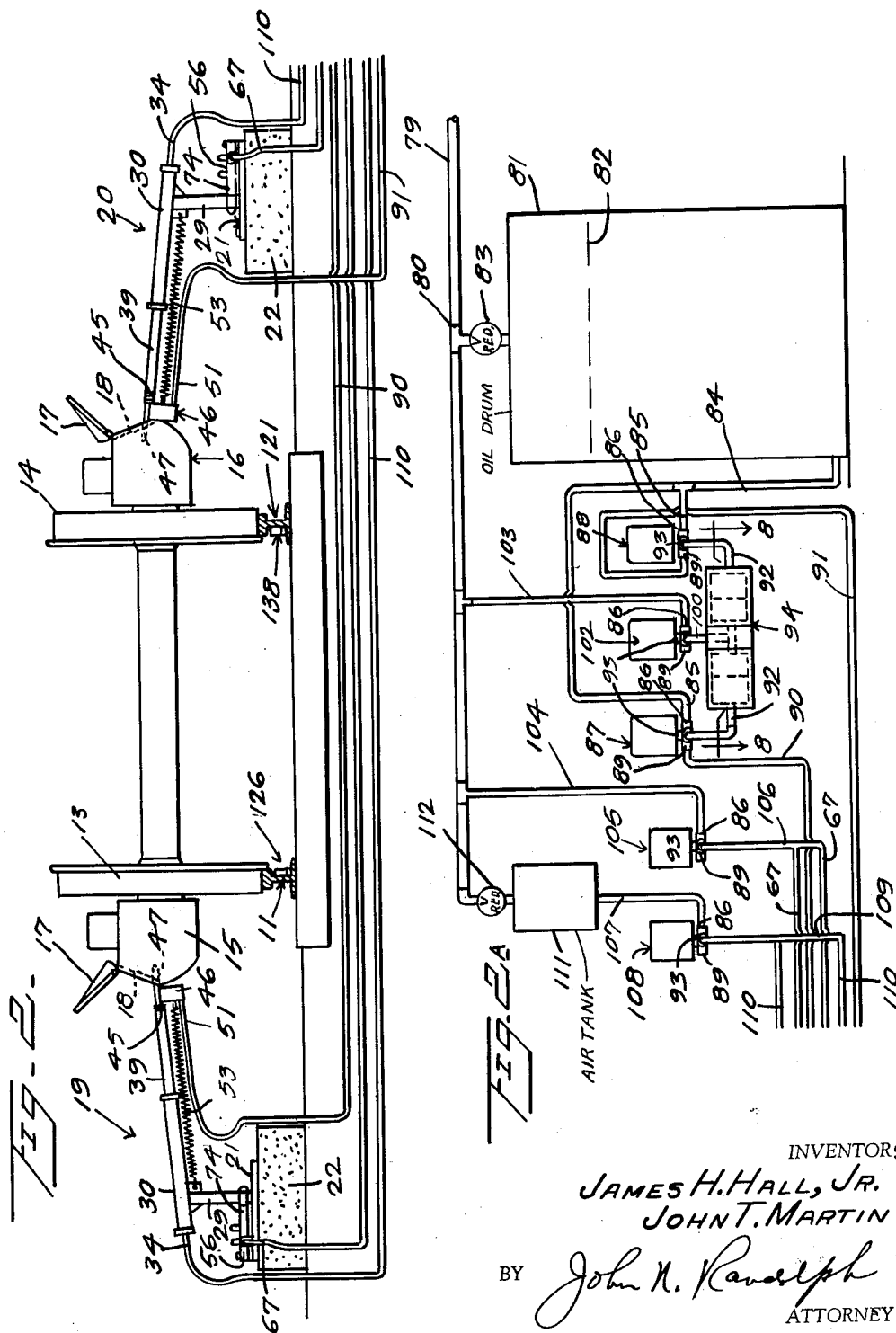
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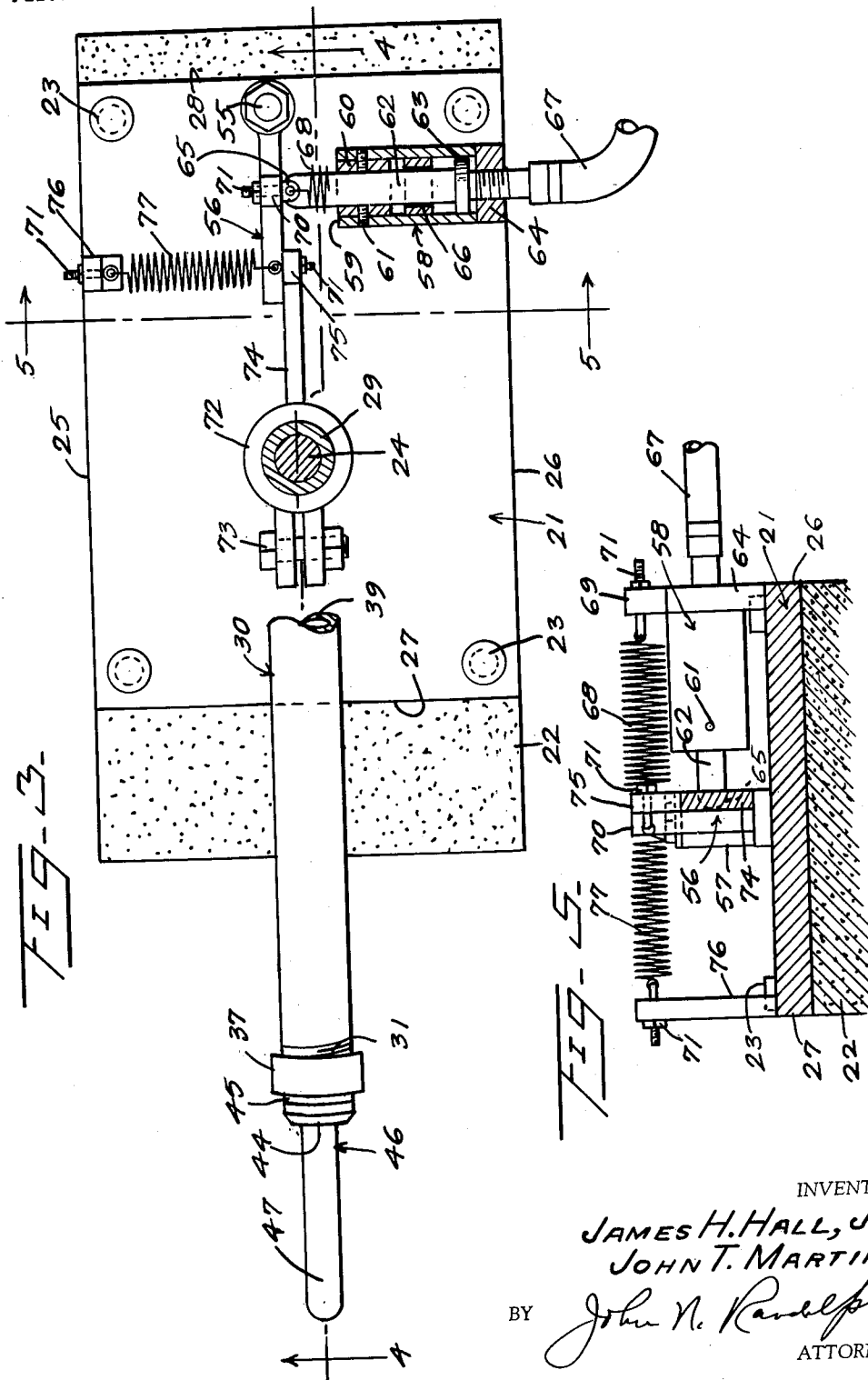
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SEMIAUTOMATIC JOURNAL BOX OILING DEVICE

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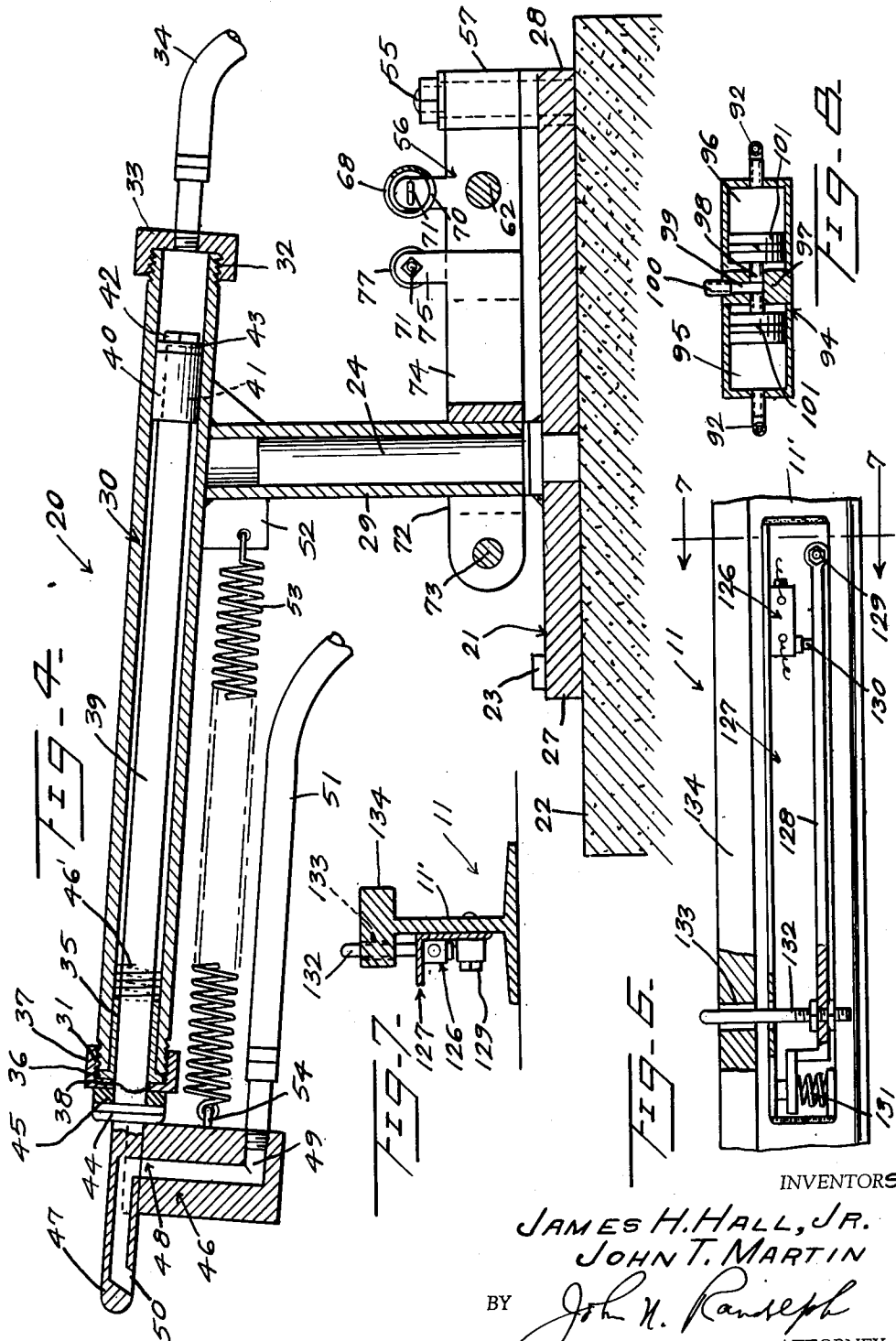
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SEMI-AUTOMATIC JOURNAL BOX OILING DEVICE

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5 Claims. (Cl. 184-2)

This invention relates to a novel apparatus or device for simultaneously oiling the two journal boxes of a single pair of railroad car wheels while the car is moving along a railroad track at a very slow speed, between one and three miles per hour.

More particularly, it is an object of the invention to provide a device or apparatus including nozzles from which the oil or lubricant is injected into the journal boxes of the transversely aligned railroad car wheels, and including means for swingably supporting said nozzles on opposite sides of the rails over which the wheels are traveling.

A further object of the invention is to provide a device or apparatus, operation of which is effected by the manual closing of an electric switch, and which includes means for supplying the lubricant under pressure to the nozzles, for extending the nozzles into engagement with the journal boxes and to effect swinging movement of the nozzles whereby the nozzles, while in engagement with the journal boxes and while the lubricant is being discharged therefrom, may travel with the journal boxes.

Still a further object of the invention is to provide an oiling device wherein the rate of swinging movement of the nozzles is automatically adjusted depending upon the speed of travel of the journal boxes to be lubricated.

Various other object and advantages of the invention will hereinafter become more fully apparent from the following description of the drawings, illustrating a presently preferred embodiment thereof, and wherein:

FIGURE 1 is a top plan view, primarily diagrammatic, of the semiautomatic oiling device;

FIGURE 2 is a fragmentary side elevational view illustrating a part of the apparatus in an operative position;

FIGURE 2A is a view similar to FIGURE 2, illustrating the remainder of the apparatus;

FIGURE 3 is an enlarged fragmentary top plan view, partly in horizontal section, of a portion of the apparatus;

FIGURE 4 is a longitudinal sectional view taken substantially along the line 4-4 of FIGURE 3;

FIGURE 5 is a cross sectional view, taken substantially along a plane as indicated by the line 5-5 of FIGURE 3;

FIGURE 6 is an enlarged fragmentary vertical sectional view, taken substantially along the line 6-6 of FIGURE 1;

FIGURE 7 is a cross sectional view, taken substantially along a plane as indicated by the line 7-7 of FIGURE 6, and

FIGURE 8 is an enlarged longitudinal sectional view, taken substantially along the line 8-8 of FIGURE 2A.

Referring more specifically to the drawings, the semiautomatic journal box oiling device in its entirety and comprising the invention is designated generally 10 and is illustrated in FIGURES 1 and 2 in conjunction with a pair of railroad rails 11 and 12. In FIGURE 2, a pair of transversely aligned railroad car wheels 13 and 14 are shown engaging the rails 11 and 12, and said wheels are equipped with conventional journal boxes 15 and 16, respectively, which are disposed on the outer sides of the wheels. The covers 17 of the journal boxes 15 and 16 are shown swung upwardly to open positions for exposing the journal box openings 18 through which lubricant is conventionally supplied to the journal boxes for oiling the wheels.

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The apparatus 10 includes two oil injector units 19 and 20, respectively, which straddle the rails 11 and 12 and which are disposed adjacent the rails 11 and 12, respectively.

The oil injecting units 19 and 20 are substantially identical, so that a description of one will suffice for both. The oil injection unit 20 is illustrated in detail in FIGURES 3, 4 and 5 and includes a base plate 21 which is disposed substantially horizontal and which rests on the upper surface of a stationary block 22 and is secured immovably thereto by fastenings 23. A post 24, of circular cross section, is anchored in and rises from the plate 21 and is preferably disposed midway of its longitudinal side edges 25 and 26, and nearer its inner end 27 than its outer end 28. A sleeve 29 is swivelly mounted on the post 24. A tube 30 is secured to the upper end of the sleeve 29, above and spaced from the post 24, and said tube has an externally threaded forward end 31 and an externally threaded rear end 32. The rear end 32 is located nearer the sleeve 29 than the forward end 31 and the tube 30 is inclined upwardly toward its forward end 31, when the sleeve 29 is engaging the upright journal post 24, as seen in FIGURE 4. A cap nut 33 engages the threaded rear end 32 of the tube 30 and is connected to an end of a flexible conduit 34 which opens into said tube end through the nut, as seen in FIGURE 4. A bushing 35 is disposed in the tube end 31 and has a flanged outer end 36 which is engaged by a nut 37, on the tube end 31, for retaining the bushing 35 within the tube 30. The cap nut 37 has an end wall opening 38 to loosely receive a piston rod 39 which extends slidably through the bushing 35. The tube 30, with the parts engaging the ends thereof, forms an elongated cylinder or barrel for a piston 40 which is slidably mounted therein. The rear end of the piston rod 39 has a restricted stem 41 which extends longitudinally through the piston 40. A nut 42 threadably engages the distal end of the stem 41, and a cup washer 43 is mounted on said stem between the nut 42 and piston 40, and opens toward the rear end 32 of the barrel 30.

The rod 39 has a head 44 at its forward end which is disposed forwardly of the forward end 31 of the barrel. A cushioning washer 45 is mounted on the rod 39, between the head 44 and nut 37. A small coiled spring 46' is mounted loosely on the rod 39 and within the barrel 30, between the bushing 35 and piston 40, and forms a cushioning spring, as will hereinafter become apparent.

One end of a block 46 is suitably secured to or formed integral with the outer side of the head 44, and said block 46 extends downwardly from the head 44. The block 46 has an integral extension 47 at its upper end which is disposed in alignment with and extends away from the piston rod 39. A passage 48 is formed in the block 46 and extension 47 and has a rearwardly opening inlet end 49 which opens rearwardly from the lower portion of the block 46, and a downwardly inclined outlet end 50 which opens downwardly through the extension 47, near its forward end and spaced from the block 46. Said extension 47, including the part of the passage 48 formed therein, constitutes the oil discharge nozzle of the unit 20. An outer end of a flexible conduit 51, through which oil is supplied to the passage 48 and nozzle 47, is connected to the inlet end 49 of said passage.

A web member 52 is secured to the sleeve 29 and tube 30 in any conventional manner and is disposed between said sleeve and the block 46. One end of a contractile spring 53 is anchored to the web 52 and the other end of said spring 53 is secured by an eye fastening 54 to the block, for locating the spring between and spaced from the barrel 30 and conduit 51.

A short journal post 55 rises from the base plate 21

adjacent the rear end 28 thereof and is located slightly nearer the side edge 25 than the side edge 26. A lever arm 56 has a sleeve 57 at one end thereof which turnably fits on the post 55 for swingably mounting the arm 56 above the base plate 21.

A cylinder 58 is fixed to the upper side of the base plate 21 and extends inwardly from its side edge 26, near its rear end 28. The open inner end 59 of the cylinder 58 is spaced from the arm 56 and has a bushing 60 secured therein by suitable fastenings 61 to provide a guide for a piston rod 62. A piston 63 is secured to the inner end of the rod 62 and is disposed within the cylinder 58, near the outer end of said cylinder as defined by the end wall 64. The opposite end 65 of the piston rod 62 is disposed beyond the inner cylinder end 59 and is rounded and bears against a side of the lever arm 56 which faces said cylinder end 59. A sleeve 66 is disposed in the cylinder 58 between the bushing 60 and piston 63, and the piston rod 62 extends slidably through said sleeve 66. The sleeve 66 may be adjustably secured in the cylinder 58, in any conventional manner as by a press fit engagement, to provide an adjustable stop to be engaged by the piston 63 to limit the extent that the piston can move away from the end wall 64 and to thus limit the extent that the lever arm 56 can be swung by the piston rod 62 toward the base plate edge 25. The discharge end of a branch conduit portion 67 is connected to the end wall 64 and opens into the cylinder 58 through said end wall.

As best seen in FIGURE 5, a contractile coiled spring 68 is disposed above the cylinder 58 and has one end anchored to an upper extension 69 of the cylinder wall 64 and its opposite end anchored to an upstanding projection 70 which rises from the arm 56 midway of the ends of said arm. The ends of the spring 68 are connected to the parts 69 and 70 by eyebolt and nut fastenings 71, and the spring 68 urges the arm 56 to swing toward the cylinder 58 for forcing the piston rod 62 to a retracted position, as seen in FIGURE 3, when said cylinder is not pressurized, and in which position the arm 56 is disposed substantially parallel to the plate edges 25 and 26. A clamp 72 is detachably secured around the lower portion of the sleeve 29 by nut and bolt fastenings 73 and has an arm 74 projecting from a portion thereof toward the base plate end 28. The free end of the arm 74 overlaps the free end of the arm 56 and is disposed between said arm 56 and the plate edge 26. The clamp 72 is secured to the sleeve 29 so that the arm 74 is disposed in substantially the same vertical plane as the barrel 30. The free end of the arm 74 has an upwardly extending projection 75 which aligns with a post 76 which rises from the edge 25 of the plate 21. A contractile coiled spring 77 has one end secured by an eyebolt and nut fastening 71 to the projection 75 and its opposite end similarly anchored by another fastening 71 to the post 76. The spring 77 extends across the arm 56 and urges the arm 74 to swing toward and against the arm 56 and toward the edge 25. The spring 68 is stronger than the spring 77 to hold the arms 56 and 74 in their positions of FIGURE 3, when the cylinder 58 is not pressurized, and in which position the barrel is disposed lengthwise of the base plate 21.

The oil injection unit 19 differs from the oil injection unit 20 only in that the arm 56 thereof overlaps the opposite side of the arm 74 and is thus disposed between the plate edge 26 and the arm 74 of the unit 19, which plate edge 26, of the unit 19, aligns with the plate edge 25 of the unit 20, as seen in FIGURE 1. Accordingly, the cylinder 58 of the unit 19 is located between the plate edge 25 and the arm 56. Thus, when the cylinders 58 are pressurized, as will hereinafter be described, the barrels 30 will be swung in opposite directions, from their full line positions of FIGURE 1, in alignment with one another, toward their dotted line positions.

Referring to FIGURE 2A, a conduit 79 leads from a source of compressed air, not shown, and has a branch conduit 80 which opens into the top of a drum or other

container 81 containing oil, as indicated by the broken line 82, for pressurizing said container above the surface of the oil. The branch conduit 80 is provided with a pressure reducing valve 83. A conduit 84 leads from adjacent the bottom of the container 81 and has two outlet ends 85 which are connected to corresponding end ports 86 of two conventional three-way valves 87 and 88. The inlet end of a conduit 90 connects with the other end port 89 of the valve 87 and the inlet end of a conduit 91 connects with the other end port 89 of the valve 88. The outlet end of the conduit 90 constitutes the flexible conduit portion 51 of the oil injector unit 19, and the outlet end of the conduit 91 constitutes the flexible conduit portion 51 of the oil injector unit 20.

Conduits 92 connect with and lead from intermediate ports 93 of the valves 87 and 88 and have opposite ends which are connected to the ends of a cylinder body 94 and which open into cylinders or chambers 95 and 96 which are formed in the ends of said body 94, as best seen in FIGURE 8. One of the conduits 92 connects the valve 87 to the chamber 95 and the other conduit 92 connects the valve 88 to the other chamber 96. The body 94 has a partition 97 between the chambers 95 and 96 and which has a bore 98 extending therethrough, which communicates with the inner ends of the two chambers, and a radial bore 99 which communicates with the bore 98 and which opens outwardly of the body 94 and to which an end of a conduit 100 is connected. Each of the chambers 95 and 96 is provided with a piston 101 forming a seal between the conduits 92 and the passage 98.

A third conventional three-way valve 102 is connected to the airline 79 by a branch conduit 103, which connects with the end port 86 thereof. The other end port 89 of the valve 102 opens to the atmosphere and the intermediate port 93 of said valve is connected to the other end of the conduit 100.

A branch conduit 104 connects the end port 86 of a fourth three-way valve 105 to the air conduit 79. The other end port 89 of the valve 105 opens to the atmosphere and a conduit 106 connects with and leads from the intermediate port 93 of the valve 105. The conduit 106 has two branches, constituting the conduit portions 67 which open into the cylinders 58.

A branch conduit 107 connects the airline 79 to the end port 86 of a fifth three-way valve 108, the other end port 89 of which opens to the atmosphere. A conduit 109 leads from the intermediate port 93 of the valve 108 and has two branches 110. The flexible conduit portions 34 constitute the discharge ends of the branches 110. An air tank 111 is interposed in the conduit 107 and a pressure reducing valve 112 is also interposed in the conduit 107, between the airline 79 and tank 111.

The valves 87, 88, 102, 105 and 108 each constitute a three-way solenoid operated valve. Such valves are manufactured by General Controls and are identified by the model No. K-133.

The electric circuits of the oiling device 10 are illustrated diagrammatically in FIGURE 1 and include a positive conductor wire 113 and a negative conductor wire 114 leading from a source of electric current. A conductor wire 115 connects the positive conductor 113 to one end of the coil 116 of the valve 105 and a conductor wire 117 connects the other end of the coil 116 to the negative conductor 114. A conventional time delay relay 118 is electrically connected by a conductor 119 to the positive lead 113 and by a conductor 120 to the negative lead 114. Relay 118 has an electrical conductor bridge 121 which bridges a gap 122 in the conductor 119, when the relay is de-energized.

The conductors 115 and 119 are provided with gaps 123 and 124, respectively, which are adapted to be closed by a conductor bridge 125 of an electric switch 126.

As illustrated in FIGURES 6 and 7, the electric switch 126 is secured to an elongated bracket 127 which, in turn,

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is secured to one side of the web 11' of the rail 11. A lever 128 is pivotally mounted at one end thereof, as seen at 129, on the bracket 127 and has an arm 130 fixed to and extending laterally therefrom, adjacent the pivot 129, and to which the conductor bridge 125 is secured. A compression spring 131 rests on a part of the bracket 127 and bears against the underside of the free end of the lever 128 for normally supporting said lever in its raised position of FIGURE 6, in which position the conductor bridge 125 bridges the gap 123 in the conductor 115. A pin 132 is secured to and extends upwardly from the lever 128, near its free end, and said pin extends upwardly through an opening 133 in the bead 134 of the rail 11, so that the upper end of the pin 132 is disposed above the upper surface of the bead 134, when the lever 128 is supported in its raised position by the spring 131. When the pin 132 is displaced downwardly by the car wheel 13 passing thereover, the lever 128 will be swung downwardly to move the bridge 125 out of engagement with the conductor 115 and into engagement with the conductor 119, for opening the gap 123 and for closing the gap 124.

A unit similar to the structure as seen in FIGURE 6 is also mounted on the rail 12, and includes a pin 135, corresponding to the pin 132, which normally projects upwardly from the bead 136 of the rail 12. The switch unit associated with the rail 12 has not been illustrated in detail, in view of the detailed illustration of the switch unit, associated with the rail 11. The switch unit of the rail 12 differs from the switch unit of the rail 11, only in that the conductor bridge 137 of the switch 138 thereof is only adapted to bridge a gap 139 of one conductor 140 which extends from the positive lead 113, and said bridge 137 is normally disposed out of engagement with the conductor 140, in the same manner that the bridge 125 is normally out of engagement with the conductor 119. The gap 139 is located between the positive lead 113 and three branch conductors 141 of said conductor 140, which branch conductors connect with corresponding terminals of three time delay relays 142, 143 and 144. A conductor 145 is connected to the negative lead 114 and has branch conductors 146 which connect with the other terminals of the three relays 142, 143 and 144. A conductor 147 connects one end of the coil 116 of the valve 108 to the positive lead 113 and has a normally open gap 148 therein which is closed by the bridge 121 of the relay 142, only when said relay is energized. A conductor 149 extends from the positive lead 113 and has branch conductors 150 connected to corresponding ends of the coils 116 of the three valves 87, 88 and 102. Said conductor 149, between the positive lead 113 and its branches 150, has two gaps 151 and 152. The gap 151 is bridged and closed by the bridge member 121 of the relay 143 when said relay is de-energized and the gap 152 is normally open and is closed by the conductor bridge 121 of the relay 144, only when said relay is energized. Conductors 153 lead from the other ends of the coils 116 of the valves 87, 88, 102 and 108 to the negative lead 114. A manual switch 154 is interposed in the positive lead 113 near the current source, so that current can flow through the branch conductors only when the switch 154 is closed.

The journal boxes 15 and 16 are lubricated when a railroad car, not shown, of which said journal boxes form a part, is moving in the direction as indicated by the arrow 155 in FIGURE 1 and at a speed of between one mile and three miles an hour. Assuming that the car is moving in said direction and within said speed range, and it is desired to recharge the journal boxes 15 and 16 with oil, the closures 17 thereof are moved to their open positions of FIGURE 2 and the switch 154 is closed before the wheel 13 reaches the pin 132. Since the gaps 122 and 123 are bridged by the conductor bridges 121 and 125, at such time, the solenoid 116 of the valve 105 will be energized for supplying compressed air through conduits 106 and 67 to pressurize the two cylinders 58 for

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forcing the piston rods 62 thereof against the arms 56 to swing said arms out of engagement with the arms 74, so that the springs 77 can swing the arms 74 and the barrels 30 from their full line positions to or beyond their dotted line positions of FIGURE 1. The apparatus 10 is now positioned for oiling the journal boxes if moving at a minimum speed of about one mile an hour. The extent of swinging movement of the barrels 30 to or beyond their dotted line positions of FIGURE 1 can be varied by varying the setting of the piston stops 66 of the two cylinders 58, as previously described. Thereafter, the wheel 13 engages and depresses the pin 132 so that the conductor bridge 125 moves out of engagement with the conductor 115 and opens the gap 123 therein, and into engagement with the conductor 119 to close the gap 124 thereof. Opening the gap 123 de-energizes the solenoid 116 of valve 105 for shutting off the supply of air under pressure through said valve from the conduit 104 and for opening the exhaust port 89 for releasing the pressure in the conduits 106 and 67 and from the cylinders 58, so that the springs 68 which are stronger than the springs 77 can swing the arms 56 toward the cylinders 58 for gradually returning the barrels 30 from their dotted line to their full line positions of FIGURE 1. The full line positions of the barrels 30 in FIGURE 1 constitute a fast position of operation of the apparatus 10, whereas the dotted line positions of said barrels 30 constitute the position for slow operation of the apparatus 10.

Closing of the gap 124 by the bridge 125 energizes the relay 118 to cause its bridge 121 to open the gap 122. The wheel 13 engages the pin 132 only momentarily so that the bridge 125 after closing the gap 124 immediately opens said gap and returns to its position of FIGURE 1 for closing the gap 123. However, the time delay relay 118 after being energized by closing of the gap 124 will hold the bridge 121 in an open position for one second before said bridge again closes the gap 122 to re-energize the solenoid 116 of valve 105. If wheel 14 fails to reach and depress pin 135 before this one second time lag has elapsed, the solenoid 116 of the valve 105 will again be energized for pressurizing the cylinders 58, as previously described, for again returning the barrels 30 to the dotted line positions thereof, as seen in FIGURE 1, constituting the slow position of operation of the apparatus 10 for oiling journal boxes moving at a speed of approximately one mile an hour. If the pin 135 is displaced downwardly by the wheel 14 before the solenoid of valve 105 has been energized for the second time, operation of the apparatus 10 will be effected from the fast full line position of the barrels 30 in FIGURE 1.

When the wheel 14 depresses the pin 135 the conductor bridge 137 of the switch 138 bridges the gap 139 to complete the electric circuits through the three time delay relays 142, 143 and 144. When relay 142 is energized its bridge 121 closes the gap 148 in conductor 147 for energizing the solenoid 116 of valve 108 for supplying air therethrough from conduit 107 and through conduit 109 and its branches 34 to the rear ends of the barrels 30, for forcing the pistons 40 toward the forward barrel ends 31 for extending the piston rods 39, blocks 46 and nozzles 47 from their retracted positions of FIGURE 1 and FIGURE 4 to their extended positions of FIGURE 2. The amount of air pressure thus supplied to the barrels 30 is reduced by the reducing valve 112, and the springs 46' prevent the pistons 40 from striking forcibly against the bushings 35. As the blocks 46 and nozzles 47 are thus extended, the nozzles will enter the journal box openings 18 which are then in alignment with the barrels 30 and the blocks 46 will bear against the outer walls of the journal boxes below the openings 18, as seen in FIGURE 2. As journal boxes 15 and 16 continue to move in the direction of the arrow 155, the barrels 30 will swing about their journal posts 24 in directions corresponding to the direction of the arrow 155 or from their dotted line positions of FIGURE 1 toward and beyond their full

line positions thereof. The switch 138 remains closed only momentarily while the wheel 14 is passing over the pin 135. However, relay 142 has a four-fifths of a second time delay before it de-energizes the solenoid of valve 108, after said relay has been de-energized. When this occurs, the springs 53 return the piston rods 39, blocks 46 and nozzles 47 to their retracted positions of FIGURE 4 and the air pressure in the barrels 30 is forced back through conduits 34 and 109 and vented to the atmosphere through the open exhaust port 89 of the de-energized valve 108. Furthermore, when the blocks 46 and nozzles 47 are retracted out of engagement with the journal boxes, the springs 77 will swing the arms 74 toward and into engagement with the arms 56 and which arms 56 are disposed in the positions as seen in FIGURE 1, for returning the barrels 30 to their full line positions of FIGURE 1, which involves a counterclockwise movement of the barrel 30 of unit 20 and a clockwise movement of the barrel 30 of unit 19.

The relays 143 and 144 are energized simultaneously with the relay 142. When relay 143 is energized, its bridge 121 disengages the conductor 149 and opens the gap 151. At the same time, relay 144 is energized for causing its bridge 121 to close the gap 152. Relay 143 has a one-fifth second lag so that its bridge closes the gap 151 after this one-fifth of a second. Relay 144 has a three-fifths of a second delay during which its bridge 121 maintains the gap 152 closed, so that the circuit through the conductor 149 and its branches 150 is completed for two-fifths of a second during which the valves 87, 88 and 102 are energized.

Said three valves are energized simultaneously so that the pipe 92 is connected to the conduit 90 by the valve 87 and the other pipe 92 is connected to the conduit 91 by the valve 88, at the same time that the energized valve 102 connects conduit 103 to conduit 100. Air under pressure is supplied through conduits 103 and 100, and passages 99 and 98 to the inner ends of both chambers 95 and 96 for forcing the pistons 101 thereof toward the outer ends of said chambers, so that the oil in the outer ends of the chambers is expelled through the conduits 92 into conduits 90 and 91. Conduit 90 supplies the oil under pressure to the nozzle 47 of the oil injector unit 19 and conduit 91 similarly supplies the oil to the nozzle 47 of the unit 20, while said nozzles are engaging the journal box openings 18. This supplying of oil occurs during the two-fifths of a second that the valves 87, 88 and 102 are energized and which is during the four-fifths of a second that the valve 108 is maintained energized.

The valves 87, 88 and 102 are de-energized simultaneously. When this occurs, the air which has been supplied through conduit 100 to pressurize the inner ends of the chambers 95 and 96, will escape back through said conduit and be exhausted to the atmosphere through the open port 89 of the de-energized valve 102. When the valves 87 and 88 are de-energized, the ports 89 thereof are closed and the ports 86 open so that the oil 82 can be forced by the air pressure in the upper part of the tank 81 through conduit 84 and its branches 85 into and through the conduits 92 to recharge the chambers 95 and 96 on the outer sides of the pistons 101, preparatory to the next oiling operation.

The time delay relays 118, 142, 143 and 144 are each of a conventional type such as the pneumatic type RO-13D manufactured by the Square D Company of Milwaukee, Wisconsin.

Various modifications and changes are contemplated and may be resorted to, without departing from the function or scope of the invention as hereinafter defined by the appended claims.

We claim as our invention:

1. A journal box oiler comprising an elongated barrel having a forward end and a rear end, piston means reciprocally mounted in the barrel and extending from the forward end thereof, a nozzle supported by the piston

means beyond the forward end of the barrel, swivel means supporting the barrel adjacent its rear end for swinging movement of the nozzle and barrel in substantially a horizontal plane, means for pressurizing the barrel between its rear end and said piston means for projecting the piston means for moving the nozzle away from the barrel and into engagement with a journal box to be oiled and for travel of the nozzle with the moving journal box by swinging movement of the barrel, means for supplying oil under pressure to said nozzle while the piston means is projected, electrically controlled means including time delay units successively actuating said pressurizing means and said means for supplying oil for supplying the oil after the piston means is extended and for de-pressurizing the barrel after the supply of oil has ceased, means for retracting the piston means when the barrel is de-pressurized, and spring means for swinging the barrel back to an initial position thereof.

2. A journal box oiler as in claim 1, means including a fluid pressure responsive device acting against said spring means and cooperating therewith to effect swinging movement of said barrel in one direction to an alternate initial position for adjusting the extent of swinging movement of the barrel to compensate for a different speed of travel of a journal box engaged by the nozzle and for thereafter swingably moving the barrel in the opposite direction for travel of the nozzle with the journal box, and means connected to said electrically controlled means for pressurizing said device momentarily and prior to pressurizing of the barrel.

3. A journal box oiler comprising a swingably mounted telescopically extensible member, a nozzle supported by and slidably and swingably movable with an extensible part of said member for advancing and maintaining the nozzle in engagement with the filling opening of a journal box for a predetermined time interval and during translational movement of the journal box, means supplying oil under pressure to the nozzle while the nozzle is held in engagement with the journal box opening, means for pressurizing said extensible member for extending the nozzle carrying part thereof prior to operation of the means for supplying oil under pressure to the nozzle and for de-pressurizing said member after the supply of oil to the nozzle under pressure has ceased, and a combined spring and fluid pressure means acting upon said extensible member to automatically effect an initial angular adjustment thereof to vary the extent of swinging movement of the nozzle while in engagement with the journal box and to compensate for variations in the speed of travel of the journal box.

4. A journal box oiler comprising a pair of spaced swingably mounted telescopically extensible supporting members, a nozzle supported by an extensible part of each of said supporting members, said nozzles being disposed at adjacent ends of said supporting members and being individually movable toward one another for engagement in the filling openings of two journal boxes moving translationally between said extensible members and for swinging movement therewith, means for supplying oil under pressure simultaneously to the nozzles while the nozzles are engaging in the journal box openings, and spring means oscillating said supporting members for causing the nozzles to travel with the journal boxes, and fluid pressure responsive means for modifying the forces exerted by the spring means to effect return of the supporting members to initial positions and for varying the initial starting positions of said supporting members and nozzles.

5. A journal box oiler comprising a swingably mounted telescopically extensible member, a nozzle supported by and slidably and swingably movable with an extensible part of said member and by which the nozzle is advanced and maintained in engagement with the filling opening of a journal box for a predetermined time interval and during translational movement of the journal box, means

supplying oil under pressure to the nozzle while the nozzle is in engagement with the journal box opening, and a combined spring and fluid pressure means acting upon said extensible member to effect swinging movement of the extensible member to cause the nozzle to travel with the journal box while in engagement therewith and to thereafter return the nozzle by swinging movement of said extensible member to an initial starting position. 5

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