

W. F. MOODY.
Axle Lubricator.

No. 95,370.

Patented Sept. 28, 1869.

Fig. 1

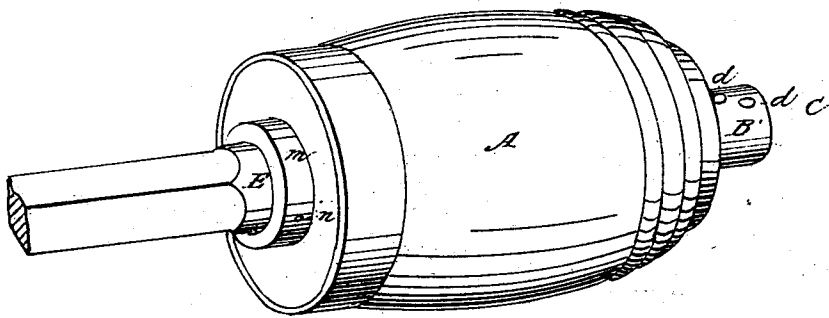


Fig. 2

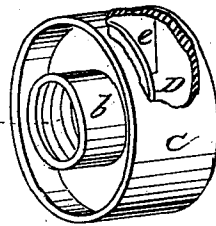


Fig. 3

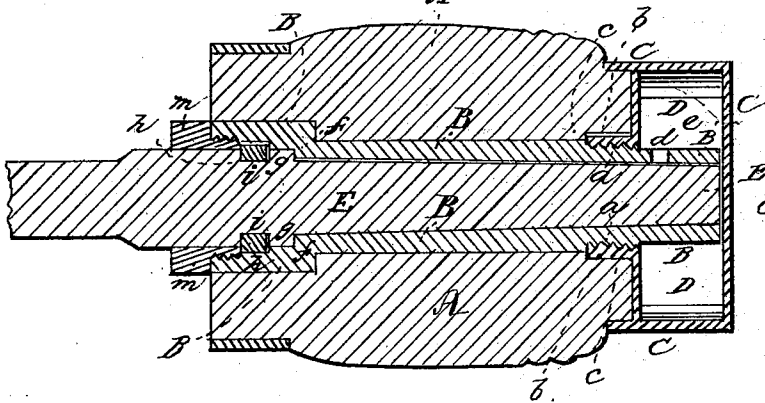


Fig. 4

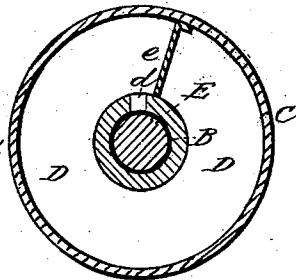
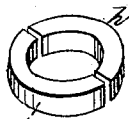


Fig. 5



Witnesses:
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WILLIAM F. MOODY, OF AUBURN, NEW YORK.

Letters Patent No. 95,370, dated September 28, 1869.

IMPROVEMENT IN CARRIAGE-WHEELS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, WILLIAM F. MOODY, of Auburn, in the county of Cayuga, and State of New York, have invented certain new and useful Improvements in Hubs and Oil-Boxes for the Wheels of Carriages; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents a hub and portion of an axle, in perspective, and

Figure 2 represents, in perspective, the cap and oil-box slightly removed from the hub and axle, and represented as broken away, to show the oil-chamber in the interior thereof.

Figure 3 represents a longitudinal section through the hub and axle, and their connected parts.

Figure 4 represents a transverse section through the cap, box, and journal, and the division-plate in the oil-box.

Figure 5 represents a split packing-ring for packing the rear part of the hub, to prevent the escape of the oil, as also to prevent dust or grit from entering the journal-box.

Similar letters of reference, where they occur in the separate figures, denote like parts in all of the drawings.

My invention consists in an oil-box at one end of the hub, which is screwed on to the journal-box, and forms also a cap for the end of the hub; and

My invention further consists in combining with an oil-box a division-plate that throws the oil down toward the centre of the hub, or the journal that is to be lubricated; and

My invention further consists in the devices for packing the rear of the hub, viz, by means of a groove around the axle behind the shoulder, a split ring therein, and a screw-follower, which holds the hub to the axle or journal.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawings.

A represents a hub, and B, the journal-box therein. The journal-box at the point of the hub extends beyond the wood, as at B' B', and is covered by a cap, C, in which there is an oil-chamber, D, for containing any fluid lubricating-material.

Upon the exterior of the journal-box, and under the point of the hub, is cut a screw-thread, *a*, into which a screw-thread, *c*, on the interior of the boss *b* on the cap C, screws, and thus holds it to the hub and journal-box.

Through that part of the journal-box C, covered by the cap or its oil-chamber, there is an opening or openings, *d*, through which the oil or other material passes to the journal E of the axle, which extends clear through to the end of the journal-box.

The oil-chamber or box *d* surrounds the journal-box, and the rapid rotation of the oil-chamber with the hub would tend to force the fluid from the centre toward the circumference, and to avoid this, in a measure, I put into the oil-chamber a radial partition, *e*, to throw the fluid toward the centre or toward the journal E.

The chamber D can be supplied with oil by unscrewing it from the journal-box, and pouring in the oil through its central opening, and screwing it on again.

At or near the rear of the hub, and in the journal-box B, there is a shoulder, *f*, against which a shoulder, *g*, on the journal E bears, and behind this shoulder, and on the enlarged part of the journal, there is turned a groove, *i*, into which a split ring, *h*, is placed, and beyond this ring, and in the interior of the journal-box, which is again enlarged at that part, there is cut a screw-thread, into which a screw on the follower *m* runs, so that the follower or nut *m* shall bear against the split ring, and by this means the hub is held to the axle or journal, and the rear of the hub so closed up as to not only prevent the oil from flowing out, but also prevent dust and grit from entering therein.

A pin or wrench hole, *n*, is made in the nut or follower, by which it may be run up and back.

Having thus fully described my invention, I would state that I am aware that an oil-box at the point of a hub has been used. This I do not claim; but

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

A cap and oil-box or chamber on the point of the hub, and screwed to the journal-box, as and for the purpose herein described and represented.

Also, in combination with an oil-box or chamber on the end of the hub, and a journal-box, and journal projecting therein, the division-plate in the chamber, and the hole or holes through the journal-box, for directing and passing the oil or other lubricator from the chamber to the journal, as and for the purpose described.

Also, securing the hub or wheel to the axle or journal, by the combined use of the groove and split ring, and the nut or follower bearing against said ring, as and for the purpose described.

WILLIAM F. MOODY.

Witnesses:

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