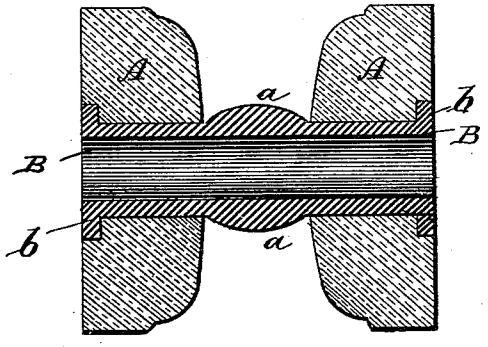
(No Model.)

C. P. HOLMES.

RAILWAY CAR AXLE LUBRICATOR.

No. 278,964. Patented June 5, 1883.



WITNESSES:

Fred. L. Dieterich.

Arthur L. Morsell.

INVENTOR.

Charles P. Holmes,

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UNITED STATES PATENT OFFICE.

CHARLES P. HOLMES, OF GOUVERNEUR, NEW YORK.

RAILWAY-CAR-AXLE LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 278,964, dated June 5, 1883.

Application filed February 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, CHARLES P. HOLMES, of Gouverneur, in the county of St. Lawrence and State of New York, have invented certain new and useful Improvements in Railway-Car-Axle Lubricators; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, which forms a part of this specification.

My invention has relation to that class of lubricators for railway-car axles which consists of two rollers fixed upon opposite ends of a common tubular shaft, which is provided with a feed-chain dipping in an oil-reservoir located in the bottom of the journal-box; and it consists in an improvement upon the lubricating device for which Letters Patent of the United States No. 273,991 were granted to me on the 13th day of March, 1883, which said improvement will be hereinafter more fully described and claimed, reference being had to the drawing hereto attached, in which I have shown a longitudinal sectional view of my improvement.

My improved lubricating device consists of a tubular shaft, B, the ends of which are formed with annular flanges, (shown at *b*.) The middle part of the shaft is swelled to form ribs *a*, midway between the end rollers, A A. The latter are made of the material known in commerce as "vulcanized fiber" or "vulcanized paper," which is compressed in suitable dies or molds and afterward finished by turning in a lathe to make them perfectly true. In shape these rollers do not differ from the metallic rollers shown and described in my Patent No. 273,991. The feed-chain for feeding the oil to the rollers, and then to the journal against which the rollers bear, is suspended upon shaft B, the ribs *a* of which, engaging the links of the chain, operate to rotate the chain. (Not shown in the drawing, as it forms no part of my present improvement.) These ribs, forming part of the metallic shaft B, are not easily worn by the links of the endless feed-chain passing over it, as would be the case if they were made of the same material as the rollers. On the other hand, the rollers A A will not, as metallic rollers, in course of time indent or groove the journal against which they bear, but will leave this uninjured, no matter at how great a speed the train is run. I have also found that these rollers feed the oil better and more evenly than metallic rollers.

I am aware that lubricating-rollers made of vulcanized rubber are not new. Neither do I claim such rollers, broadly; but

What I claim, and desire to secure by Letters Patent of the United States, is—

The improved lubricating-roller for railway-car axles herein shown and described, consisting of the central tubular shaft, B, having end flanges, *b*, and central ribs, *a*, and a pair of rollers, A A, of vulcanized fiber, fixed upon opposite ends of the flanged shaft and impinging on their inner sides against the ribs *a*, substantially as and for the purpose shown and specified.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

CHARLES P. HOLMES.

Witnesses:

LOUIS BAGGER,

JAMES F. REILY.