E. H. BARKER.

AXLE LUBRICATOR.

APPLICATION FILED AUG. 5, 1907.

906,675. Patented Dec. 15, 1908.

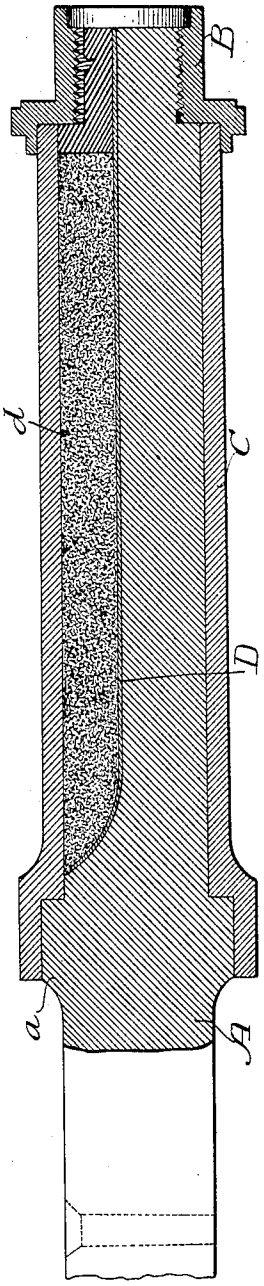


Fig. 1.

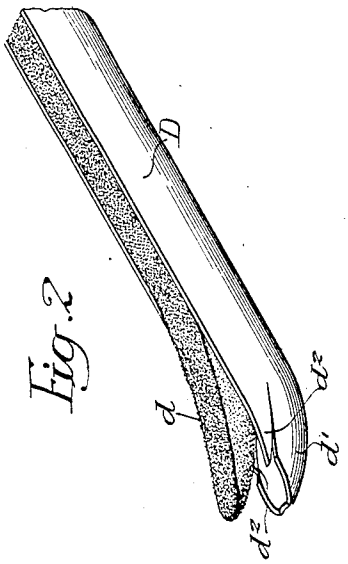


Fig. 2.

Witnesses:

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UNITED STATES PATENT OFFICE.

EDWIN H. BARKER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO OIL AND WASTE SAVING MACHINE COMPANY, OF ROCHESTER, NEW YORK, A CORPORATION OF NEW YORK.

AXLE-LUBRICATOR.

No. 906,675. Specification of Letters Patent. Patented Dec. 15, 1908.

Application filed August 5, 1907. Serial No. 387,143.

To all whom it may concern:

Be it known that I, EDWIN H. BARKER, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Axle-Lubricators, of which the following is a specification.

One object of my invention is to provide a relatively simple and effective device for retaining a wick in the tube or reservoir of an axle lubricator, it being particularly desired that said device shall hold the inner end of the wick in position at the extreme end of said tube or reservoir. This object and other advantageous ends I secure as hereinafter set forth, reference being had to the accompanying drawings, in which;—

Figure 1, is a vertical section of an axle and the box thereon, showing my improved lubricator in position in the axle, and Fig. 2, is a perspective view of a portion of one end of the tube or reservoir, illustrating in detail my improved holding means for the wick.

In the above drawings, A represents one end of an axle provided with a shoulder *a* and threaded at its outer extremity for the reception of a correspondingly threaded cap nut B designed to hold the box C in position on said axle between itself and the shoulder *a*.

In the upper portion of the axle is formed a longitudinally extending groove, and in this is placed a reservoir which consists of a metallic tube D closed at both ends and open on its upper face, which face is substantially flush with the adjacent portions of the surface of the axle.

A wick *d* of any suitable material is placed in this reservoir, which is then filled with oil, with the idea that said oil will saturate the wick and will be transferred thereby to the adjacent interior surface of the box C.

Hitherto much difficulty has been experienced and serious injury to axle and box have resulted, due to the drawing away of the wick *d* from the inner end *d'* of the tube or reservoir D, when this latter was pushed into place in the axle groove prior to the screwing on of the nut B. Under these conditions the extreme inner portions of the box and axle did not receive a sufficient amount of lubricant, and as a result, heating and cutting of said parts frequently occurred. In order to prevent such drawing away of the wick from its containing tube, as well as to positively hold said wick up to the extreme inner end of said tube, I make inclined cuts in either or both sides of the reservoir, as shown in Fig. 2, and bend inwardly the sharp tongue d^2 formed thereby. Said tongues are pressed into the body of the wick *d* immediately adjacent to its inner end and act as barbs to prevent its drawing away from said end. As a consequence, while it is relatively easy to introduce the wick into the tube, it can not be moved outwardly in said trough after its inner end has been properly engaged by either or both of the tongues d^2. Therefore, when the reservoir is introduced into the slot in the axle, the wick *d* cannot draw away from the inner end thereof even though it should rub with considerable friction upon the interior surface of the box C while being put in place. Under operating conditions there is therefore a constant supply of oil to the inner portions of the box and axle, thereby obviating the tendency of these parts to heat or cut.

I claim as my invention:—

1. As a new article of manufacture, a trough shaped container having adjacent to one end a cut in its side arranged to form a tongue, a wick in said container, said tongue being bent so as to engage said wick, substantially as described.

2. The combination of an axle having a longitudinally extending slot, a box for said axle, a trough-shaped reservoir for the slot having in the upper edge of its side or sides and adjacent to its inner end an integral barb-like projection or projections, with a wick in said reservoir held from moving out of the end thereof by said projection or projections.

3. The combination of an axle having a longitudinally extending slot, a box on said axle, a trough shaped reservoir extending in

said slot and having two inclined cuts at its inner end, with a wick in said reservoir, the tongues formed by said cuts in the reservoir being bent inwardly to engage and hold the adjacent portion of the wick, substantially as described.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

EDWIN H. BARKER.

Witnesses:
WILLIAM E. BRADLEY,
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