(No Model.)

# O. A. PIERCE.

## LUBRICATING CAR AXLES.

No. 325,966. Patented Sept. 8, 1885.

Fig. 1

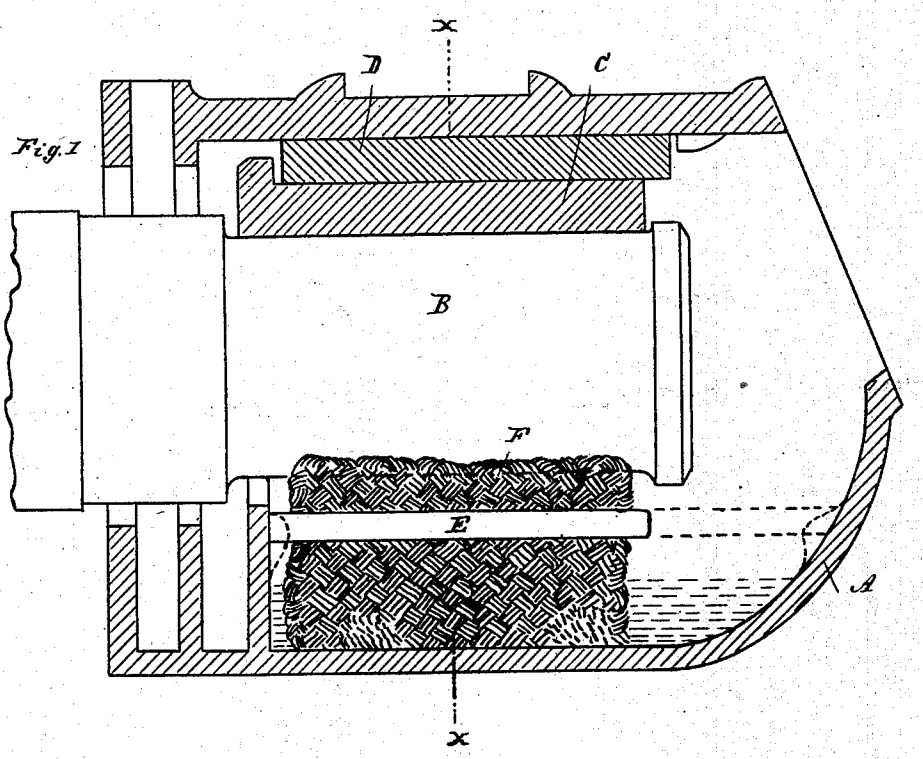
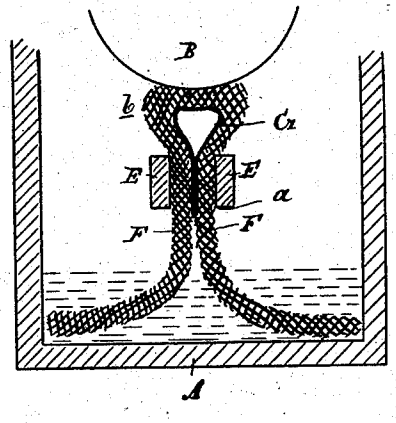



Fig. 2




Attest:
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by his Atty
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N. PETERS. Photo-Lithographer, Washington, D. C.

# UNITED STATES PATENT OFFICE.

ORIGEN AUGUSTUS PIERCE, OF DETROIT, MICHIGAN.

## LUBRICATING CAR-AXLES.

SPECIFICATION forming part of Letters Patent No. 325,966, dated September 8, 1885.

Application filed June 4, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, ORIGEN AUGUSTUS PIERCE, of Detroit, in the county of Wayne, and State of Michigan, have invented new and useful Improvements in Lubricating Car-Axles; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in the means for lubricating car-axles; and the novelty consists in the peculiar construction and arrangement of parts as hereinafter more fully described and claimed.

Figure 1 is a vertical section of an oil-box, showing my improved means of lubricating. Fig. 2 is a vertical cross-section of the same on the line *x x* in Fig. 1.

In the accompanying drawings, A represents a railway-axle journal-box; B, the journal upon the axle; C, the brass; and D the wedge, which are all of the usual or known constructions.

E is a bar of metal having nearly its whole length a slot, *a*, cut or formed therein.

F is a cotton wick woven or knitted into a mat, as shown. This wick is double, as shown in Fig. 2, and in the fold thereof there is placed a fold, G, of hair-cloth or other elastic material. The two ends of this wick are inserted through the slot *a* in the bar E, and drawn downward until the head *b* is formed above the bar by the elasticity of the material inclosed within the fold of the wick, the two ends of such wick being long enough to reach the bottom of the box or into the oil therein placed. This bar is inserted through the mouth H of the axle-box, and underneath the axle, where it may be secured in any desired manner, so that the head *b* of the wick will arrest against the lower side of the journal-bearing of the axle. In use, as the brass C wears the resiliency of the elastic material inclosed in the fold of the wick will preserve the contact between such wick and the journal-bearing. Experience in the experimental use of this device shows that a perfect lubrication is produced with but a moiety of the oil required when the lubrication is obtained by the waste and oil. In the drawings this bar is shown resting upon ledges or in sockets at the front and rear end of the axle-box. Where axle-boxes are made with express reference to using this means of lubrication, such method of securing the bar in place is perhaps the best; but as there are thousands of car-axle boxes now in use, of different constructions, which would require different means of securing the bar with its mat in place, I prefer to leave each master mechanic to secure the bar in his own way.

This bar may be made of two parts, forming a clamp secured together by screws, to hold the mat if preferred, and this modification in the construction of such bar comes within the spirit of my invention.

I am aware of the Patent No. 226,369, and make no claim to the construction shown therein as forming part of my invention.

What I claim as my invention is—

1. In a journal-lubricator, the slotted bar E, combined with a mat made of loose cotton yarn secured in said bar in the form of a loop, and an elastic material within the fold of said mat, substantially as and for the purposes specified.

2. The combination, with a car axle-box, of the slotted bar E, secured therein, the mat F of cotton wick, the ends of which are inserted through the slot in said bar to form a loop or head, *b*, above the bar, and the looped hair-cloth G in the fold of said mat, substantially as herein shown and described, and for the purposes specified.

ORIGEN AUGUSTUS PIERCE.

Witnesses:

H. S. SPRAGUE,

CHARLES J. HUNT.