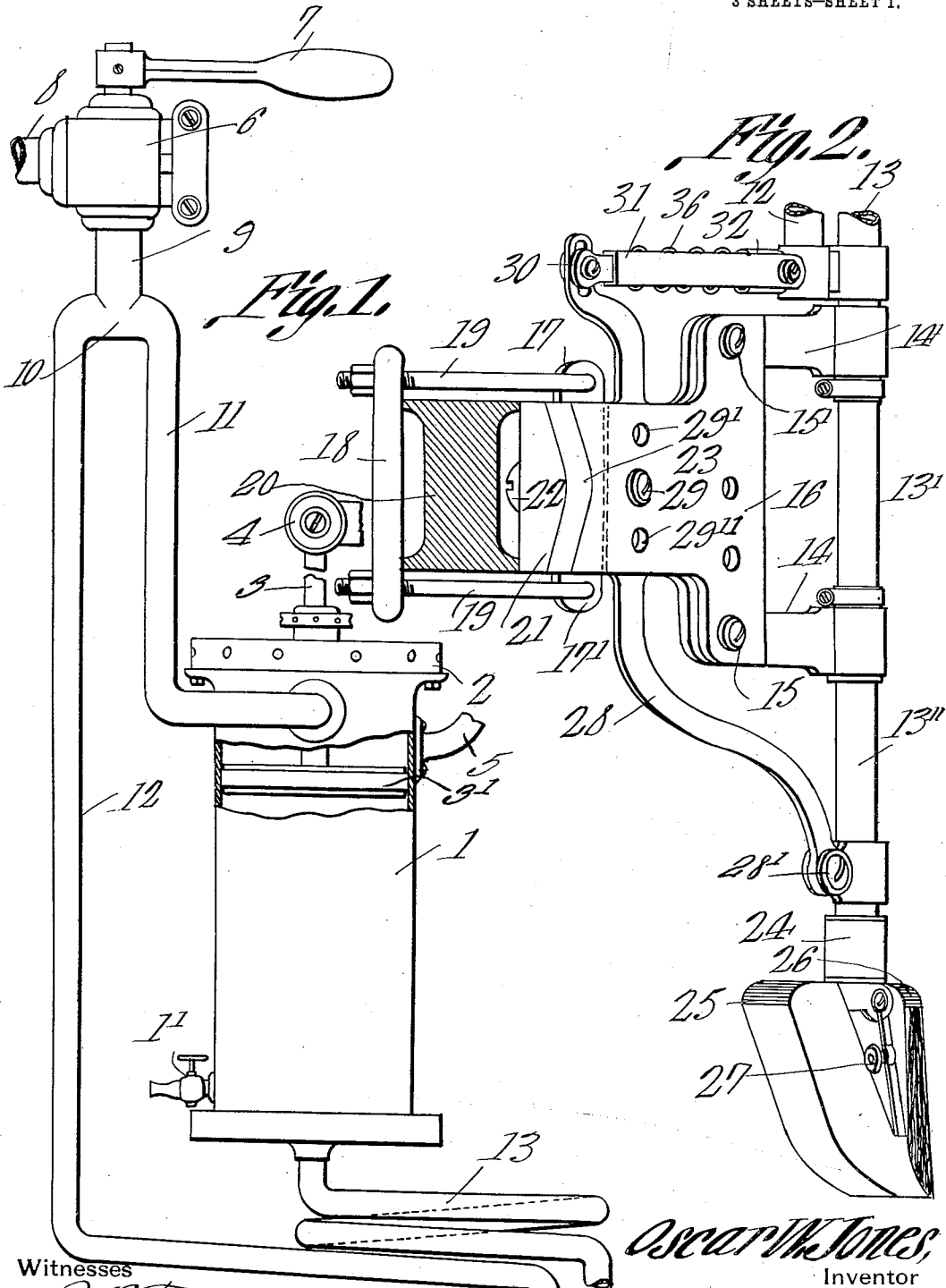


O. W. JONES.
 TRACK OILING DEVICE.
 APPLICATION FILED JUNE 15, 1911.

1,054,000.

Patented Feb. 25, 1913.

3 SHEETS—SHEET 1.



Witnesses

J. P. Tomlin
 L. H. Wilson.

by

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Fig. 4.

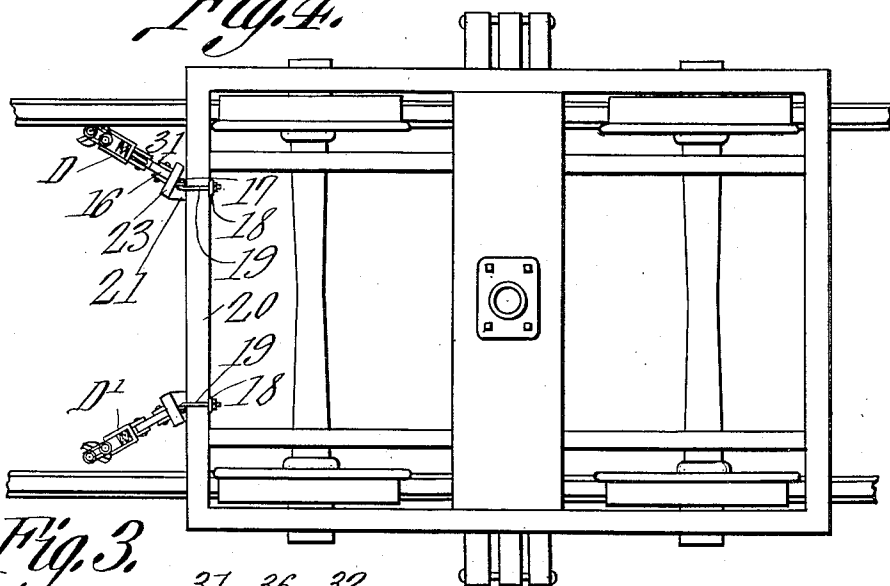


Fig. 3.

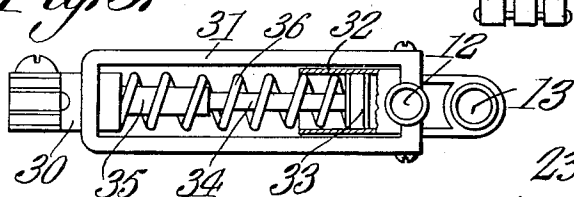


Fig. 5.

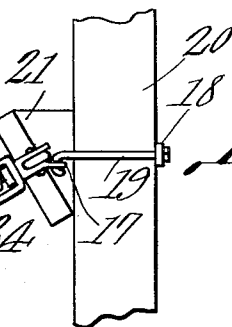


Fig. 6.

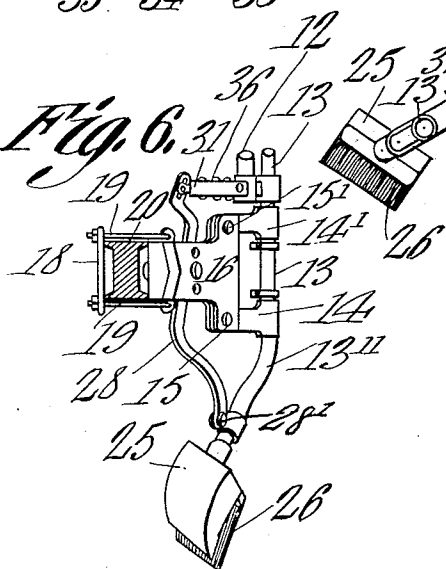
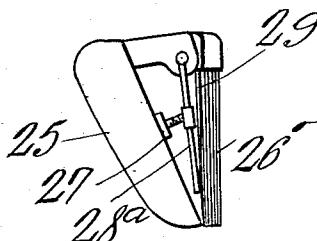


Fig. 7.



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3 SHEETS—SHEET 3.

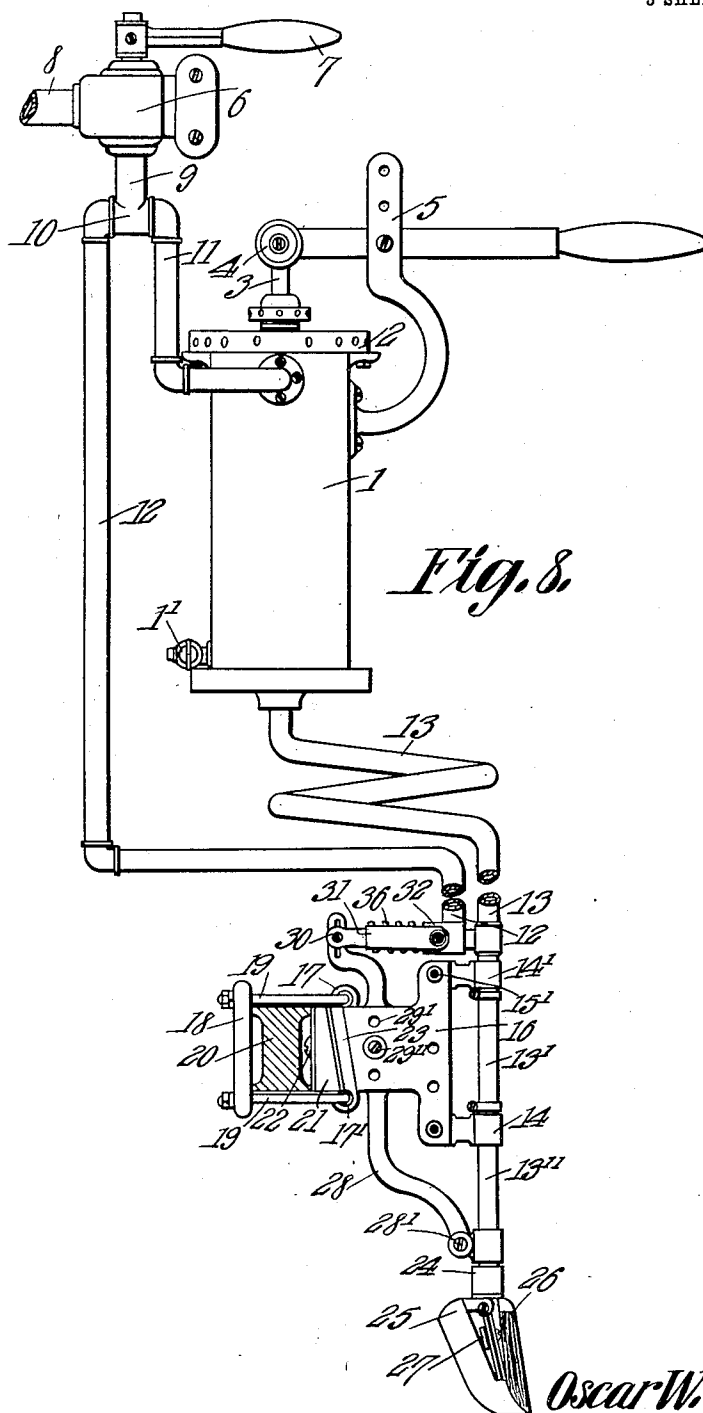


Fig. 8.

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UNITED STATES PATENT OFFICE.

OSCAR W. JONES, OF TEMPLE, TEXAS.

TRACK-OILING DEVICE.

1,054,000.

Specification of Letters Patent.

Patented Feb. 25, 1913.

Application filed June 15, 1911. Serial No. 633,290.

To all whom it may concern:

Be it known that I, OSCAR W. JONES, a citizen of the United States, residing at Temple, in the county of Bell and State of Texas, have invented a new and useful Track-Oiling Device, of which the following is a specification.

This invention relates to an improvement in track oiling devices, the primary object of the invention being the provision of a device adapted to be operably connected to and carried by a car, said device being normally out of track engaging position, and provided with means for supplying the lubricant and bringing the device into contact with the track simultaneously.

A further object of the invention is the provision of an air operated lubricant carrying cylinder, and a hinged mounted mop or brush connected therewith, with an air operated means for simultaneously placing the brush into contact with the rails, as the lubricant is ejected from the cylinder.

With the foregoing and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawings—Figure 1 is a side elevation of the lubricant cylinder and air supplying connections. Fig. 2 is a side elevation of the lubricant applying mop or brush and its support. Fig. 3 is a detail view illustrating the air cylinder for operating the swinging frame. Fig. 4 is a top plan view of a car truck with the oiler on a reduced scale, illustrating the operation of the brush or lubricant applying mop. Fig. 5 is a top plan view of the device on a larger scale as applied to a truck beam. Fig. 6 is a side of the device when in out of use position, the lower flexible conduit being subjected to a tension. Fig. 7 is a side elevation of the brush or applying head of the device. Fig. 8 is a view showing the complete assemblage of the main parts of the present device, the conduits connected with the track engaging member being broken away.

Referring to the drawings, the numeral 1

designates the lubricant carrying cylinder, which is adapted to be supported at any convenient place upon a car, and is provided with the relief cock 1', the removable cover 2, the piston rod 3 and piston 3'. To the upper end of the rod 3, is connected a hand lever 4, mounted in the bracket 5.

Connected with the air-brake supply of the car is a valve casing 6, whose valve is under the manual control of the motorman by means of the lever 7. The air supply pipe 8, passes to the casing 6 which is connected with the short pipe 9. This short pipe 9 has a branch or T-coupling 10 which is connected to the air conducting pipes 11 and 12, respectively.

The pipe 11 enters the cylinder 1, above the piston head 3', so that any air admitted by the valve 6, will actuate said piston head 3', to move it downwardly in the cylinder 1, and eject lubricant from the cylinder 1 into the coil 13, of the pipe connected at the lower end of the cylinder.

The lower terminal of the coil 13 is connected to the sleeve of the upper bracket 14', and the flexible hose pipe or coupling 13', is between the brackets 14' and 14 and forms a flexible coupling between the coil 13 and flexible pipe 13''. This insertion of flexible connections at 13' and 13'' permits the device to assume the position, as shown in Fig. 6, the pipe 13'' being distorted as therein shown. These pipes convey the lubricant from the cylinder 1, to the coupling 24 and the elongated lip or nozzle 25 of the lubricant applying device which is composed of the lip or nozzle 25 and the brush or mop head 26, the adjusting device 27 being employed to limit the amount of lubricant passing out of the nozzle 25 to be placed upon the rail by the brush or mop head 26.

The two brackets 14 and 14' by means of the pins or bolts 15 and 15' are hingedly connected to the supporting plates 16, of the lubricant applying device support or hanger and by this means the head 26 and member 25 may be swung into and out of track engagement.

The member or plate 16 is provided with the lugs 17 and 17' which co-act with the clamping plate 18, and bolts 19, to lock the hanger to the supporting beam 20 of the car. In order to adjust this hanger in proper position the wedge 21 is opposed to the co-acting stationary wedge 23, by means of the

bolt 22, so that any movement of the wedge 21 will act as a means to lock the hanger in place.

As clearly shown in Fig. 4 of the drawings, the lubricant applying device D is in the position it assumes when applying the lubricant to the inner flange of the rail, whereas the device D' is in its normal position, that is out of contact with the rail, Fig. 5 of the drawings illustrating in top elevation the position the device D would assume when in track engaging position, while in Fig. 6 the flexible conduit 13'' permits the device to be normally be in position as therein shown, wherein the brush 26 is out of contact with the rail. When the device is actuated to apply the lubricant, the same is extended to straighten the flexible joint of conduit 13'' and bring the brush 26 into engagement with the rail. By means of the wedge 21 and the co-acting stationary wedge 23, it is evident that the devices may be placed either in the position shown at D, or that shown at D' in Fig. 4, thus permitting the devices to be used one or two upon the truck and disposed so as to be in operable relation to the rail at all times.

The air after leaving the valves 6, splits at the coupling 10, and enters both pipes 11 and 12, that going through the pipe 11, operates the lubricating device, while that going through the pipe 12, enters the cylinder 32, pushing upon the piston 33, whose rod 34, passing through the bushing or sleeve 35, pushes the coupling 30, and the upper end of the lever 28, which is pivoted at either 29, 29' and 29'', between the plates 16 so that the lower end of the lever 28, pivotally connected at 28' to the flexible pipe 13'', which is normally in the distorted position as clearly shown in Fig. 6, will move the lubricant applying device at the lower end thereof outwardly at an angle from the position as shown at the lower portion of Fig. 4 to the position as shown in the upper portion thereof, that is, into track-engaging position. When the air is released, the spring 36 acts upon the piston 33 and rod 34 to pull the upper end of the lever 28, and simultaneously move the lubricant applying device inwardly and upwardly from the track-engaging position as shown in the upper portion of Fig. 4, to assume the position as shown in the lower portion thereof, and as more clearly shown in Fig. 6. By this means it will be seen that the lubricant applying device 25 with the brush 26 due to the movement of the lever 28, will be moved from the distorted position as shown in Fig. 6, outwardly and into track-engaging position, this action straightening the flexible connection 13'' from the distorted position as shown in Fig. 6 to straightened position, as shown in Fig. 2. Thus it will be seen that only the lower end of the flexible con-

nection is distorted and that the movement of the lever 28 will control the entire operation.

It will also be seen from the foregoing, that when the air is admitted to the device, that the device will be moved from the position as shown in Fig. 6 to that as shown in Fig. 5, thereby causing the member 25 with the brush 26 to be moved from its normal to track engaging position.

In order to regulate the flow of lubricant to the brush 26, lugs 27 are provided upon the head 25, as shown in Fig. 7 and the arms 28^a are moved so as to engage the free end of the flexible plate 29, which holds the lower end of the brush 26 in relative position to the supplying head.

What is claimed is:

1. A track lubricator, comprising a support, a carrying and piston ejecting lubricant cylinder, a lubricant applying head connected therewith, means for operably connecting said head to the support, pneumatically and spring operated means for moving said head into and out of track engagement, and means for controlling the admission of air to the cylinder and last means to simultaneously actuate the piston in the cylinder to supply the lubricant and move the head into engagement with the track.

2. The combination with an air-brake supply having a valve and two branches, of a track lubricator, comprising a swinging frame, a lubricant applying head carried thereby and in operable relation to the track, means to normally hold the same out of contact with the track, a piston actuated lubricant supply in communication with the head and also one of the branches of the air-brake supply, and means for swinging the head into contact with the track simultaneously with the operation of the piston of the lubricant supply.

3. The combination with a valved two-branched pipe connected with an air-brake supply, of a track lubricator, comprising a lubricant holding cylinder, a piston reciprocatingly mounted therein and adapted to be acted upon by the air-brake supply to eject lubricant from the cylinder, a lubricant applying device, a swingingly mounted hanger carrying the same, and pneumatically operated means connected to the hanger and the air-brake supply to simultaneously move the hanger so that the lubricant is supplied to the track.

4. The combination with a hanger pivoted to a car frame in operable relation to the track, a valved branch pipe connected with an air-brake system, an air operated lubricant supply operably connected with one of said branches of the pipe, a lubricant applying means connected with the supply and carried by the hanger, means for holding the hanger and applying means away

from the track, and air operated means connected to the other branch pipe and adapted to be operated simultaneously with the lubricant supply to move the hanger and applying means into engagement with the track.

5 5. The combination with a lubricant supply, of a lubricant applying device, comprising a brush, a lubricant conduit supporting said brush, a liquid conveying elongated mouthed body in communication with the conduit and disposed to deposit liquid in front of the brush, and means for adjusting the same to regulate the supply of
10 liquid to the brush.

15 6. The combination with a lubricant supply, of a conduit leading therefrom, a sup-

port connected near the track and wheels of a car, a pair of arms pivoted to said support, and carrying said conduit, the conduit 20 between the arms being flexible, means for holding the arms in raised position, a lubricant applying device carried at the end of and in communication with the conduit, and means for moving the arms and the said 25 device into track engaging position.

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

OSCAR W. JONES.

Witnesses:

W. A. McGEE,
J. H. RAMSON.