(No Model.) 2 Sheets—Sheet 1.

A. W. WRIGHT.

CAR AXLE LUBRICATOR.

No. 569,480. Patented Oct. 13, 1896.

Fig 1

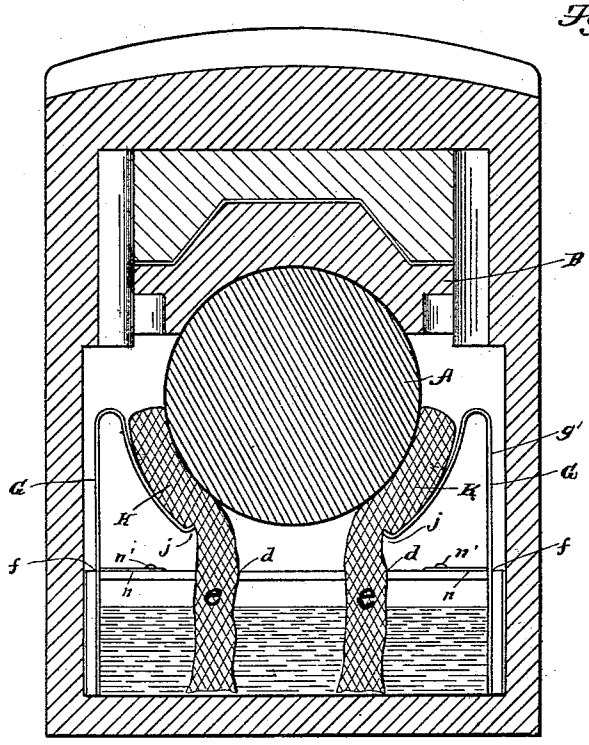
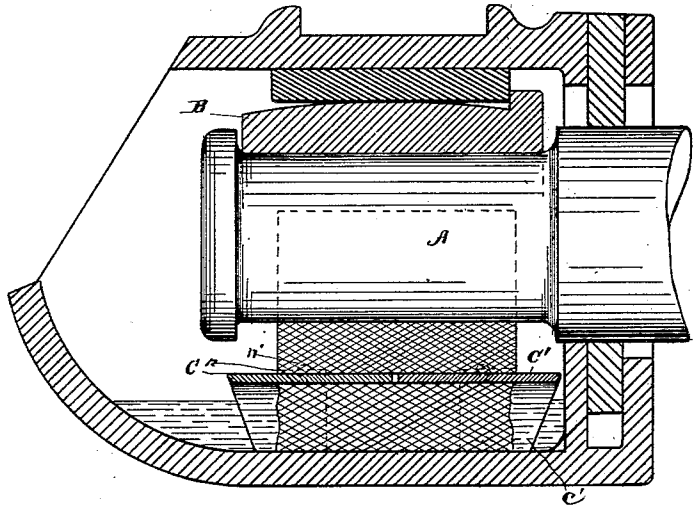


Fig. 2.



WITNESSES

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3.

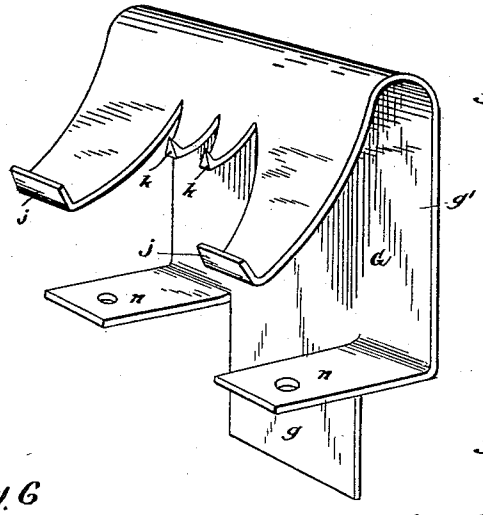


Fig. 4

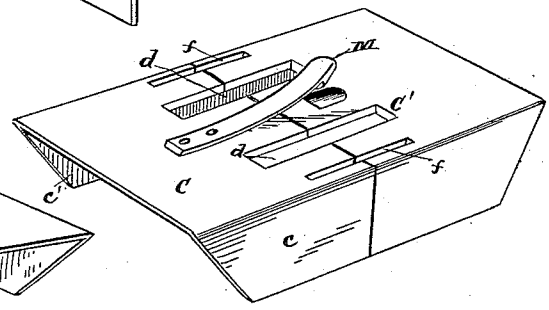


Fig. 6

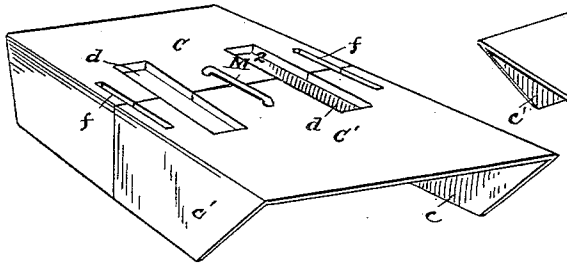
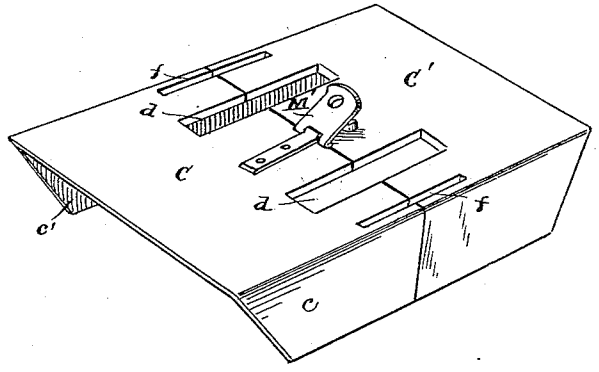


Fig. 5.



WITNESSES

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UNITED STATES PATENT OFFICE.

ARTHUR W. WRIGHT, OF DETROIT, MICHIGAN, ASSIGNOR OF ONE-THIRTIETH TO JANE P. WILLIAMS, OF SAME PLACE.

CAR-AXLE LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 569,480, dated October 13, 1896.

Application filed November 12, 1895. Serial No. 568,677. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR W. WRIGHT, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Car-Axle Lubricators; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to lubricators for car-journals, and has for its object improvements in the form and construction of the guard-partition which lies above the surface of the oil and which is utilized not only to guard the oil from the intrusion of dirt and dust, but also to support a spring-holder, upon which is held a wick and oil-pad.

In devices of this class which have heretofore been made where a guarding-partition has been used that can be removed from or placed in the box underneath the car-axle journal it has been necessary to lift the car-axle upward in order that the guarding-plate might be inserted underneath it. This has required the expenditure of force and time, requiring the employment of two to three men with lifting apparatus and consuming from one to two hours for each axle attended to. In order to overcome this difficulty, I make the partition in sections, divided by partition lines or cuts which run across the axis of the axle, so that each section can be inserted by itself, and the sections being short can be slipped one at a time underneath the end of the axle and into position, and after being placed in position are secured together, so that they will retain their position and support the wick-holder.

In the drawings, Figure 1 shows a vertical cross-section of the axle, the box, and the lubricating device placed therein. Fig. 2 shows a section lengthwise of the axle, showing the wick-support divided into two sections. Fig. 3 shows a form of wick-support adapted to support the wick and to hold the sections in place after they have been once placed. Figs. 4, 5, and 6 show perspective views of the supporting-partition, with various forms of devices or catches, either one of which may be used in place of the device shown in Fig. 3 for the purpose of holding the sections together after they have been placed in the car-axle box.

A indicates the car-axle, above which is the bearing-brass B.

C and C′ indicate the two sections of the partition, each of which sections is provided with turn-down sides or flanges *c c′*, which constitute legs or supports to hold the guarding-partition C C′ above the bottom of the axle-box, thus providing a space for the storage of the lubricating-oil. The guarding-surface of the compound partition C C′ is provided with longitudinal slots *d*, through which pass the end of the wicks *e*, and it is also provided with longitudinal slots *f* near the edges, through which projects the standard *g* of the spring pad-support G. The spring pad-support G is a strip of spring metal adapted to be placed in an upright position, with the end *g* extending through the slot *d* and with the upper portion *g′* extending parallel with the sides of the car-axle box and closely adjacent thereto. The upper end of this spring-support is bent inward and downward, and the extreme end terminates with hooks or catches *j j*, upon which rests the bottom edge of a pad K. The spring may also be provided, if desired, with additional hooks or catches *k*, which set into the pad. The standard *g* of the spring-support is narrower than the face of the support, which is above the partition, and the side parts of it are turned up at right angles, so as to project inward toward the middle line of the partition when the spring-support is put in place. The turned-up portions are indicated in Fig. 3 at *n n*. In each of the turned-up portions is a hole, and on each of the sections of the partition are buttons *n′ n′*, arranged to register with and engage with the holes in the turned-up parts of *n n*.

In place of the means of holding the two sections together, just described, any link or catch adapted to engage with both of the sections may be employed, such as the spring-hook M of Fig. 4, the hinged hook M′ of Fig. 5, or the staple-link M^2 of Fig. 6.

What I claim is—

1. In combination with a car-axle box, a transverse partition below the journal, made

in sections and having the division-line between the sections across the axis of the axle and provided with longitudinal apertures for the passage of lubricating-wicks, means for linking the sections of the partition together, and spring-standards rising from the partition free from the wick and engaging the wick above the partition, substantially as described.

2. In a car-axle box, a transverse partition adapted to be placed below the journal, made in sections, and provided with longitudinal apertures for the passage of lubricating-wicks and with longitudinal apertures for the passage of wick-supporting springs and engaging-catches adapted to engage the sections of the partition and hold the same together, all said parts being combined, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

ARTHUR W. WRIGHT.

Witnesses:
FRANCES CLOUGH,
CHARLES F. BURTON.