Nov. 15, 1932. E. L. KAEGEBEIN 1,887,685

FLANGE OILER

Filed July 28, 1930

Fig. 1.

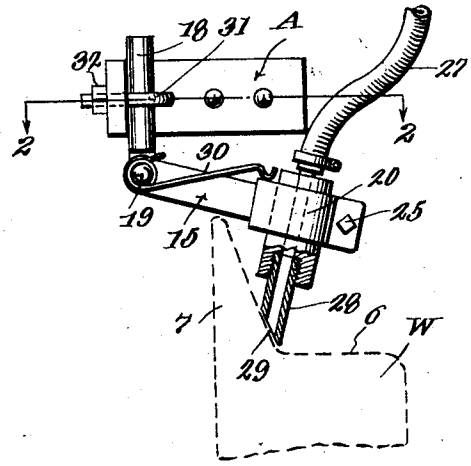


Fig. 2.

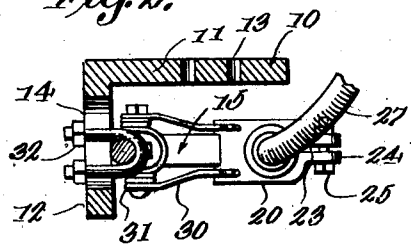


Fig. 3.

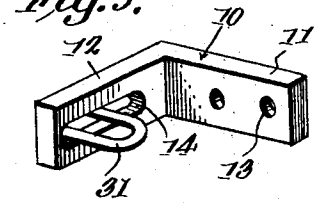
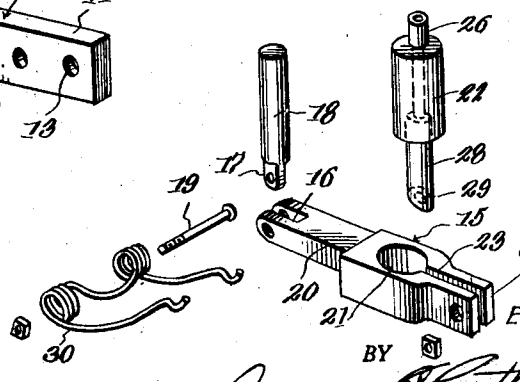


Fig. 4.



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UNITED STATES PATENT OFFICE

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FLANGE OILER

Application filed July 28, 1930. Serial No. 471,296.

This invention appertains to lubricating devices and more particularly to a novel oiler for the wheel flanges of locomotives.

One of the primary objects of my invention is the provision of novel means for supporting a lubricator nipple relative to the flange of the car wheel being lubricated, whereby the nipple will engage the car flange with the proper pressure and deliver the lubricating oil at the proper points relative thereto.

Another important object of my invention is the provision of novel means for supporting the flange oiler whereby the same can be readily and quickly placed in position and adjusted to the best advantage relative to the car flange.

A further important object of my invention is the provision of means whereby the nipple of the flange oiler can be readily and quickly removed and replaced by a new nipple when the initial nipple becomes worn.

A still further object of my invention is to provide an improved flange oiler of the above character, which will be durable and efficient in use, one that will embody a few number of parts, which can be readily and quickly assembled, and one which can be manufactured and placed upon the market at a small cost.

With these and other objects in view, the invention consists in the novel construction, arrangement and formation of parts, as will be hereinafter more specifically described, claimed, and illustrated in the accompanying drawing, in which drawing:—

Figure 1 is a rear elevation of my improved flange oiler showing parts thereof broken away and in section.

Figure 2 is a horizontal section taken through the flange oiler on the line 2—2 of Figure 1 looking in the direction of the arrows.

Figure 3 is a detail perspective view of the supporting bracket, and

Figure 4 is a perspective view illustrating the various parts of my improved flange oiler prior to the assembling thereof.

Referring to the drawing in detail, wherein similar reference characters designate corresponding parts throughout the several views, the letter A generally indicates my improved flange oiler for a locomotive or like wheel W. The wheel W is of ordinary construction and is provided with the tread having the flange 7.

My improved flange oiler A comprises a supporting bracket 10 including an attaching arm 11 and a right angularly disposed arm 12. The attaching arm 11 can be provided with bolt holes 13 whereby the supporting bracket can be secured to a convenient part of the locomotive. The supporting arm 12 is provided with a horizontally disposed slot 14 for a purpose, which will be later described.

Rockably mounted relative to the bracket 10 is a shoe holder or swinging arm 15, the inner end of which is slotted as at 16 to receive the pivot ear 17 formed on the adjusting rod 18. The pivot ear 17 is connected with the bifurcated end of the swinging arm or supporting shoe holder by means of a suitable pivot pin or bolt 19. The shoe holder or swinging arm 15 is enlarged adjacent to its outer end and is provided with a vertical bore 21 for receiving the shoe 22. The enlarged portion 20 of the swinging arm 15 at a point opposite the pivot point of the arm is provided with a slit 23 leading to said bore and the enlarged portion of the arm on opposite sides of the slit is provided with clamping ears 24 through which is adapted to extend a clamping and tightening bolt 25. It is obvious that by passing the bolt 25 through the ears 24 that the shoe 22 can be firmly clamped in any preferred adjusted position in the bore 21 of the shoe holder. The upper end of the shoe is provided with a reduced extension 26 for the reception of the oil feed pipe 27 which can lead from any preferred type of lubricator, preferably of the force feed type. As shown, the feed pipe or hose 27 is clamped in position in any preferred way. The lower end of the shoe 22 can have detachably connected therewith, such as by threads, the feed nipple 28. The feed nipple 28 has its lower end beveled as at 29 to conform to the inclination of the car wheel flange 7.

This nipple 28 is normally urged toward

the car wheel flange 7 by a spring 30 and as shown, the intermediate portion of the spring 30 is coiled about the pivot bolt 19 and bears against the adjusting rod 18, while its opposite end bears against the shoe holder. Thus the spring functions to bear against the shoe holder and normally hold the nipple in proper engagement with the car wheel flange 7.

By my construction I am enabled to provide a car wheel flange holder embodying a minimum number of parts and which is susceptible of a number of different adjustments to bring about the best results. Thus the supporting rod 18 can be moved up and down relative to the bracket to position the nipple at the proper height relative to the flange, the shoe 22 can be adjusted in the shoe holder toward and away from the flange while the shoe holder being rockably mounted and provided with the spring is normally carried into proper engagement with the flange.

While any desired means can be utilized for adjustably connecting the supporting rod 18 with the supporting bracket 10, I preferably provide a U-shaped bolt 31 which can be placed about the supporting rod 18 and through the slot 14 of the bracket. Suitable holding nuts 32 can then be threaded on the ends of the U-shaped bolt for holding the same in firm clamping contact with the rod.

Changes in details may be made without departing from the spirit or the scope of this invention, but—

What I claim as new is:

1. A car wheel flange oiler comprising a supporting bracket, including an attaching arm and a supporting arm, the supporting arm being provided with a horizontally extending slot, a vertically disposed supporting rod adjustable on the supporting arm, a U-shaped bolt engaging about the rod and having its legs extending through the slot, nuts on said legs for clamping the bolt in engagement with the rod, a shoe holder pivotally connected with the rod having a split bore, a shoe slidable in the bore, adjusting means extending through the split portion for clamping the shoe in the bore, a nipple detachably connected with the lower end of the shoe for engaging the flange of the wheel to be oiled, and spring means engaging the shoe holder normally urging the nipple toward the flange.

2. A wheel flange oiler comprising a member having a passage therethrough and means at one end of the passage for attaching an oil supply pipe, a nipple threadably mounted in the member and extending outwardly of the opposite end of the passage, said nipple having one end thereof angularly inclined and adapted for contact with one face of the wheel flange, and means for supporting said member for contact with the wheel flange, said supporting means including a split arm engaging about the member, means for tightening the arm about the member, a rod, means for pivotally securing the arm to the rod, a U-shaped bolt engaging about the rod and a supporting bracket through which the bolt extends.

In testimony whereof I affix my signature.

ERICH L. KAEGEBEIN.