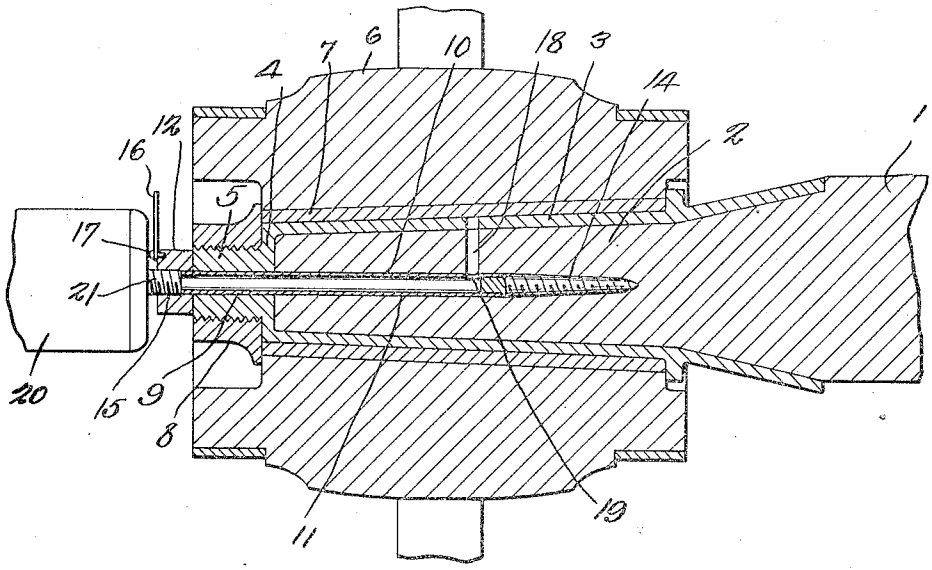
Jan. 1, 1929. 1,697,017

F. E. MURPHY

LUBRICATING MEANS

Filed Jan. 18, 1927

Fig. 1.



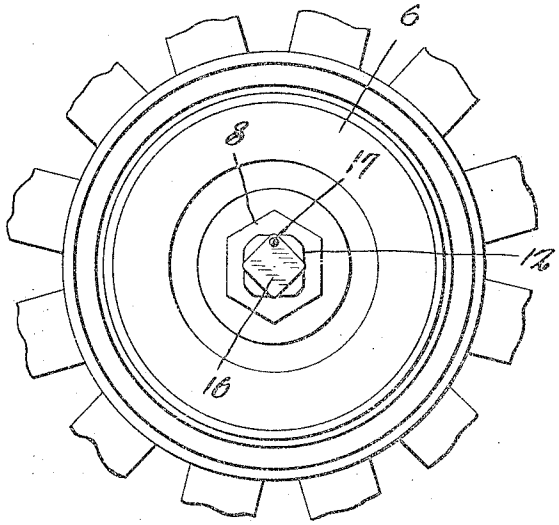


Fig. 2.

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UNITED STATES PATENT OFFICE.

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LUBRICATING MEANS.

Application filed January 18, 1927. Serial No. 161,798.

This invention aims to provide novel means whereby, at a trifling expense, the axle skein of a vehicle can be altered so that it can be lubricated readily.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above 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, may be made within the scope of what is claimed, without departing from the spirit of the invention.

In the drawings:—

Figure 1 shows in longitudinal section, a device constructed in accordance with the invention;

Figure 2 is an end elevation.

The numeral 1 marks the axle of a wagon, the axle having a reduced end 2 on which is mounted a skein 3 including an end wall 4 from which projects a reduced tip 5. The wheel hub is shown at 6, and in it is secured a bearing 7 that rotates on the skein 3, a nut 8 being threaded on the tip 5, to hold the wheel and the axle for rotation.

There is a longitudinal opening 9 in the tip 5, the opening 9 being alined with a bore 10 in the axle end 2. A combined skein holder and lubricant conduit is provided, the same including a metal tube 11, to the outer end of which is secured a head 12, the head being of polygonal outline, so that a wrench may be applied thereto. Mounted in the inner end of the metal tube 11 is a metal foot 14, which is pointed and provided with wood-screw threads. In the head 12 there is an opening 15 that is internally threaded, this opening communicating with the outer end of the tube 11. The opening 15 is closed by a cover plate 16 held on the head 12 by a pivot element 17, so that the plate may be swung readily to open or to closed position.

A wrench (not shown) is applied to the head 12, after the tube 11 has been inserted into the bore 10, and the tube is rotated, the threaded foot 14 securing a hold on the hood of the axle 1, and advancing the tube 11, so that the head 12 bears against the tip 5 of the skein 3. Thus, the skein 3 is held on the end 2 of the axle 1. A hole 18 is drilled through the skein 10, through the end 2 of the axle 1, and through the side wall of the tube 11, as indicated at 19, an oil outlet port thus being formed. The numeral 20 marks a grease gun having a nozzle 21 which may be threaded into the opening 15 in the head 12. When the grease gun 20 is in place, the charge of grease may be forced into the tube 11, and out of the tube through the hole 19 and the hole 18, grease thus being delivered between the skein 3 and the bearing 7 in the axle hub 6. After a charge of grease has been shot into the tube 11, the grease gun 20 may be detached, and the cover plate 16 may be moved to closed position, where it will be frictionally held, in the position shown in Figure 2 of the drawings. The tube 11 and its parts have a double purpose, in that, by them, the skein 3 is held on the axle end 2, and, at the same time, a means is provided whereby lubrication may be afforded.

What is claimed is:—

1. In a device of the class described, an axle, a skein on the axle, a tube mounted in the axle, a wood screw at the inner end of the tube and threaded into the axle, the tube, the axle, and the skein having axially alined transverse grease ports by which grease can be delivered from the tube to the outer surface of the skein, and means on the outer end of the tube for engaging the skein to hold the skein on the end of the axle.

2. The combination with an axle end and a skein thereon, of a tube in the axle and provided at its inner end with a wood screw threaded into the axle, the tube being provided at its outer end with means for engaging the skein to retain the skein on the axle end, the tube having a grease port in its side, the port being independent of the screw, and means for conducting grease from the port to the outer surface of the skein.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

FINIS E. MURPHY.