

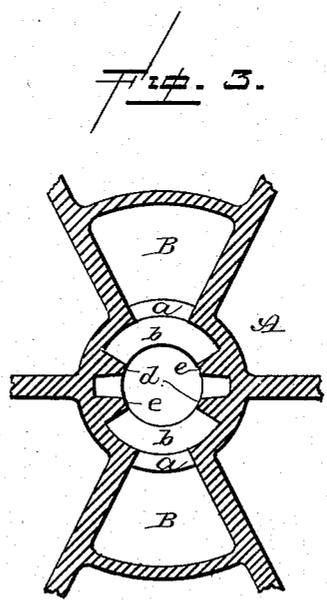
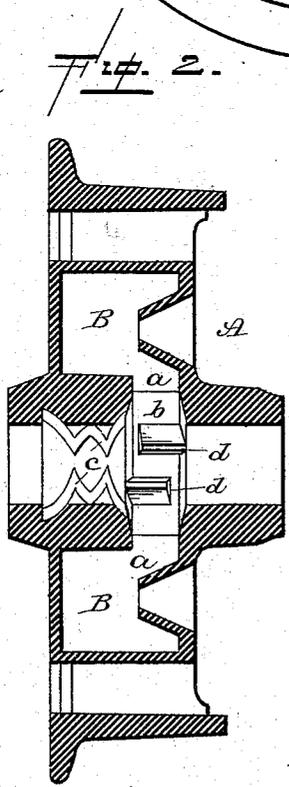
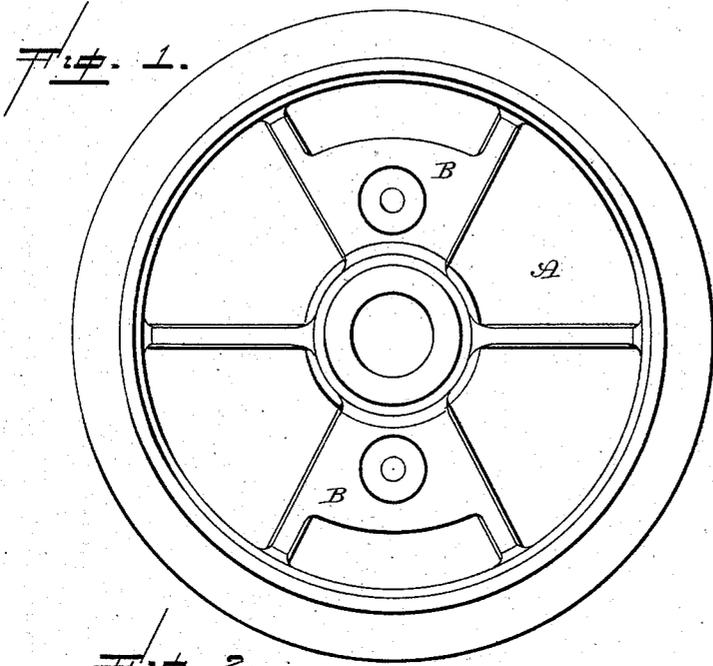
(No Model.)

F. C. HOCKENSMITH.

AXLE LUBRICATOR.

No. 273,990.

Patented Mar. 13, 1883.



— Witnesses. —
Louis F. Crandall
J. W. Garner

— Inventor —
F. C. Hockensmith,
per
J. A. Lehmann, atty.

UNITED STATES PATENT OFFICE.

FRANKLIN C. HOCKENSMITH, OF IRWIN, PENNSYLVANIA.

AXLE-LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 273,990, dated March 13, 1883.

Application filed January 11, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN C. HOCKENSMITH, a citizen of the United States, residing at Irwin, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful Improvements in Axle-Lubricators, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improvement in axle-lubricators; and it consists in forming oil-boxes within the wheel to which access is had through funnel-shaped holes in the outside face of the wheel, the boxes communicating with channels and recesses by which the oil is uniformly distributed over the axle, as will be fully described hereinafter.

Owing to the small size of the wheels used on trucks, and to the construction of the trucks themselves, it is difficult to lubricate the wheels when the oil-holes are (as is frequently the case) toward the rear of the hub, and when the wheel happens to stand in a position with the hole downward the difficulty of lubricating is much increased. The holes entering the hub from the top also gather dirt and particles of coal until completely filled, and require cleaning out before oil can be poured in. To avoid these objectionable features I make two holes at the outside in the face of the wheel, where access can be had at all times and the wheel lubricated, no matter in what position it may be standing. I make the holes funnel-shaped to facilitate the pouring in of the oil, and when poured in to keep it from spilling when the wheels are in motion, and, being placed sidewise, the dirt does not enter as it does when on top of the hub.

The accompanying drawings represent my invention.

Figure 1 is a side elevation of my invention. 40
Figs. 2 and 3 are vertical sections taken at right angles to each other.

The wheel A, made of cast-iron, is of the usual form of truck-wheels. At opposite sides between two spokes are two oil-boxes, B, each with a circular funnel-shaped opening at its 45
bottom of the oil-boxes toward the bore in the hub are channels *a*, one-third as wide as the box, leading to recesses *b*, of the same width and 50
sufficiently deep to form reservoirs for the oil that is to be distributed over the axle through a W-shaped channel, *c*, cut in the bore of the hub. In the recesses *b* are projections *d* of a 55
height to be brought in contact with the axle, they being flush with the bore D in the wheel. The projections *d* nearly close the recesses *b*, leaving only a narrow passage, *e*, at one side, through which the oil flows toward the center 60
over the axle. The projections serve as checks to retard a rapid flow of oil in that direction, so that the oil may accumulate in the recesses and distribute itself equally through the channels.

Having thus described my invention, I 65
claim—

The oil-boxes B, combined with channel *a*, recesses *b*, and projections *d*, arranged as shown and described.

In testimony whereof I affix my signature in 70
presence of two witnesses.

FRANKLIN C. HOCKENSMITH.

Witnesses:

LOUIS MOESER,
T. F. LEHMANN.