

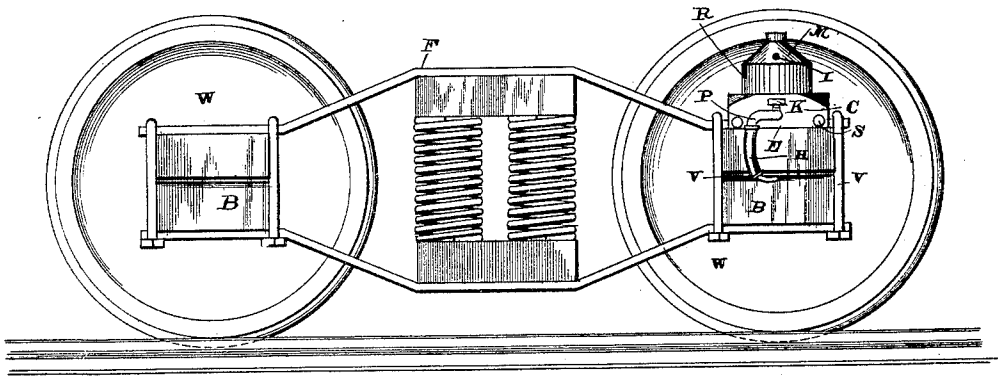
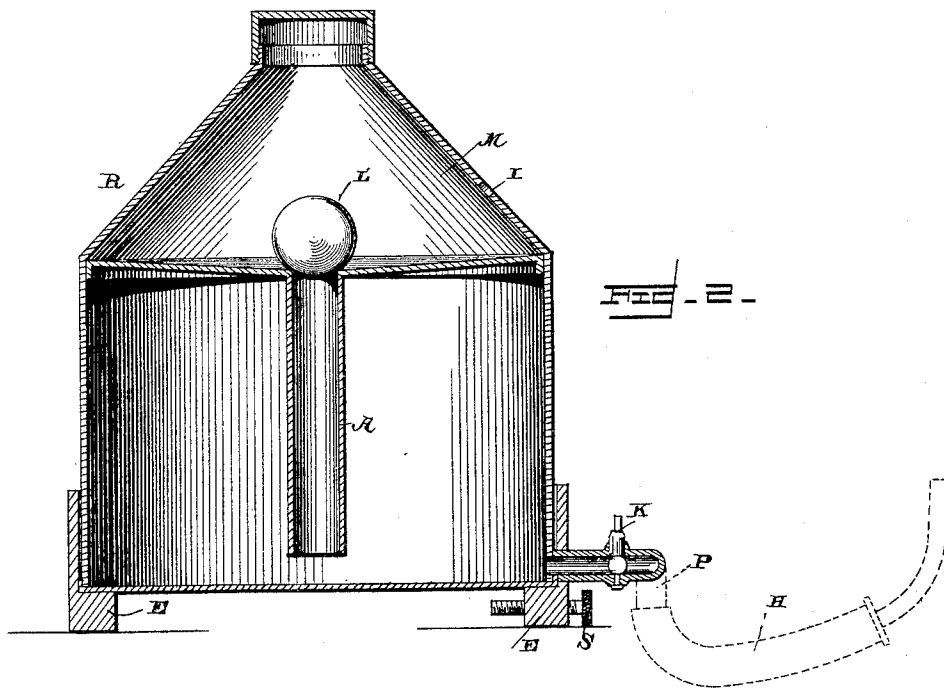
(No Model.)

G. B. WOODMANCY.
OIL CUP ATTACHMENT FOR JOURNAL BOXES.

No. 459,129.

Patented Sept. 8, 1891.

FIG - 1 -



Witnesses

E. S. Luvall & *R. W. Dayton* By his Attorneys,

Inventor

Geo. B. Woodmancy.

Chas. Snow & Co.

UNITED STATES PATENT OFFICE.

GEORGE B. WOODMANCY, OF RANDOLPH, NEW YORK.

OIL-CUP ATTACHMENT FOR JOURNAL-BOXES.

SPECIFICATION forming part of Letters Patent No. 459,129, dated September 8, 1891.

Application filed April 11, 1891. Serial No. 388,514. (No model.)

To all whom it may concern:

Be it known that I, GEORGE B. WOODMANCY, a citizen of the United States, residing at Randolph, in the county of Cattaraugus and State of New York, have invented a new and useful Oil-Cup Attachment for Journal-Boxes, of which the following is a specification.

This invention relates to railway-cars, and more especially to the journal-boxes of the axles thereof, and to machinery and line-shafting, and especially to the journal-boxes thereof; and the object of the same is to provide improved means for lubricating said journals only when the car and machinery are in motion.

To this end the invention consists of the details of construction hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a side elevation of the truck of a freight-car with my improved device mounted thereon. Fig. 2 is an enlarged transverse section through the oil-cup.

Referring to the said drawings, the letters W designate the wheels, and F the frame, of the truck—in the present instance of a freight-car—and B are the bearings in which the ends of the axles turn.

Heretofore considerable difficulty has been experienced in freight-cars, line-shafting, and machinery, owing to the frequently-occurring "hot boxes," which resulted from the journals running dry for want of oil. The object of this invention is to provide a device which will overcome this difficulty by avoiding its occurrence, and this I accomplish in the following manner and by the following-described devices.

R is a reservoir, which is preferably seated within a suitable casing C, and the latter has depending edges E so spaced that when the reservoir is set upon one of the straps of the frame F these edges will pass over the sides of said strap, and set-screws S may pass through the edges and abut against the strap to hold the casing in place. The latter is preferably of sufficient length to fit closely between the vertical bolts V through the frame at each side of the bearing B, as well shown in Fig. 1. By this means the casing is held upon the frame and the reservoir is carried by the casing.

P is a pipe leading from the reservoir near its bottom outwardly, and this pipe may be provided with a section of a rubber or flexible hose H, if desired. The tip of the pipe is reduced and is bent in such shape that it may be introduced under the lid of the bearing B, so that the pipe shall deliver oil from the reservoir directly onto the rotating axle. A cock K is located in the pipe near the reservoir, so that when desired the flow of oil can be cut off, and whereby it can at all times be regulated.

Upon the reservoir R is located a chamber M, having a small air-inlet I, as shown, and depending from this chamber to a point near the bottom of the reservoir is an air-inlet pipe A. Within the chamber M is a spherical ball L, which, when the car is at rest, normally sets over and closes the upper end of the pipe A; but as soon as the car commences to move and the reservoir is thereby shaken up the ball L will be jiggled from its seat, as will be clear.

Having constructed my improved lubricator as an article of manufacture, it can be mounted upon the frame F of any of the ordinary freight-cars now in use, or by a slight modification of structure upon that of the passenger-car, and upon the journal-box of shafting and machinery; but it is more especially adapted for freight-cars, and when in place the set-screws S prevent its dislocation. The tip of the pipe P is then inserted in the box B in an obvious manner and the cock K opened partially or wholly; but as there is no air-inlet the oil will not flow. However, as soon as the car begins to move the ball L will move off its seat in the upper end of the pipe A, and air is thereby admitted to take the place of what oil may flow down the pipe P. This flow of oil will continue as long as the car is in motion, but will cease when it again comes to rest.

Various changes in the details of construction may be made without departing from the spirit of my invention.

What is claimed as new is—

1. In an oil-cup, the combination, with a reservoir, a casing surrounding the same and having depending edges adapted to fit over the strap of a railway-car truck, and set-screws through one of said edges, of a pipe leading from said tank and having a reduced

tip, the whole adapted for use as and for the purpose set forth.

2. In an oil-cup, the combination, with a reservoir adapted to be mounted upon the truck of a railway-car, journal-box of machinery or shafting, a pipe leading therefrom to the bearing, and a cock in said pipe, of a chamber upon said reservoir having an air-inlet opening, an air-inlet pipe leading
10 from the bottom of said chamber into the reservoir, and a ball within said chamber nor-

mally resting upon and closing the upper end of said pipe, as and for the purpose hereinbefore set forth.

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

GEORGE B. WOODMANCY.

Witnesses:

JOS. E. HAZARD,

W. L. ALEXANDER.