

C. D. FLYNT.

Improvement in Self-Lubricating Axle-Boxes.

No. 128,135.

Patented June 18, 1872.

Fig. 1.

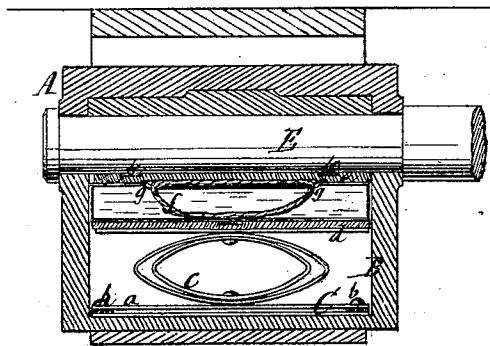


Fig. 2.

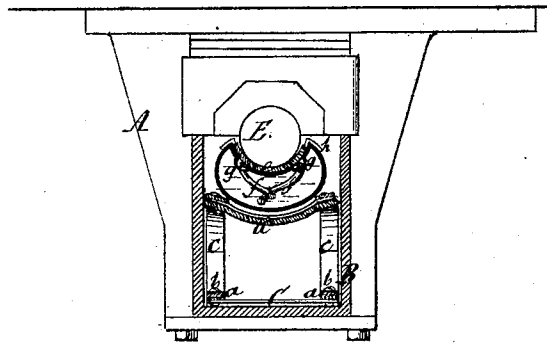
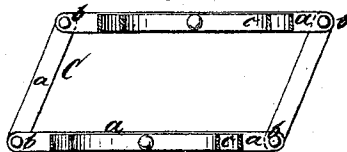


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHESTER D. FLYNT, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF OF HIS
RIGHT TO HENRY A. MOORE, OF SAME PLACE.

IMPROVEMENT IN SELF-LUBRICATING AXLE-BOXES.

Specification forming part of Letters Patent No. 128,135, dated June 18, 1872.

To all whom it may concern:

Be it known that I, CHESTER D. FLYNT, of the city, county, and State of New York, have invented a new and Improved Self-Lubricating Axle-Box; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which drawing—

Figure 1 represents a longitudinal section of this invention. Fig. 2 is a transverse section of the same. Fig. 3 is a horizontal section of the spring-frame, which forms the support of the reservoir containing the lubricating material.

Similar letters indicate corresponding parts.

This invention consists in the arrangement of a hinged frame, which fits into the lower part of an axle-box, and on which are secured two or more springs supporting a concave bed for the reception of a reservoir containing the lubricating material. The upper surface of this reservoir is concave to fit the circumference of the axle to be lubricated, and it is covered with felt or other absorbent material, which connects with the wicks extending in the interior of the reservoir in such a manner that when the spring-supporting frame is adjusted in the bottom of the axle-box and the reservoir is adjusted thereon the felt or other absorbent material is kept in contact with the axle, and as this felt is kept constantly supplied with oil from the interior of the reservoir the axle is kept lubricated as long as the reservoir is supplied with oil, and at the same time the oil in the reservoir is prevented from coming in contact with any impurities.

In the drawing, the letter A designates an axle-box, in the lower part of which is formed a cavity, B, to receive the frame C and the parts supported by the same. Said frame is constructed of thin strips *a* of steel, which are connected at their ends by pivots *b*, so that the frame can be adjusted to form a rectangle

or a rhomboid, and that it can be readily adjusted to fit into cavities of different sizes. On the frame C are secured two or more springs, *c*, which support a concave bed, *d*, intended to receive the oil-reservoir D. The bed *d* is constructed of thin strips of steel, between which is secured an apron of felt or other textile material, which readily adapts itself to the shape of the bottom of the oil-reservoir. The top of the oil-reservoir is concave to fit the circumference of the axle E, and it is covered with a piece, *e*, of felt or other absorbent material, which connects, by means of wicks *f*, with the interior of the reservoir, these wicks being made to extend through holes *g* in the top of said reservoir. The absorbent material is held in position by clamping-hooks *h*, which catch over the edges of the reservoir. By the action of the springs *c* the absorbent material *e* is constantly kept in contact with the axle and the lubricating material is transferred to said axle as long as a sufficient supply thereof is kept in the reservoir.

It will be readily seen that by this arrangement the lubricating material is kept clean, since no impurities can find access to the interior of the reservoir D.

What I claim as new, and desire to secure by Letters Patent, is—

1. The frame C, adapted for adjustment in its seat, and supporting the springs *c* and a flexible bed, *d*, as described, in combination with a reservoir, D, the top of which is covered with an absorbent material, communicating with the interior of the reservoir by wicks *f*, substantially as set forth.

2. The absorbent material, connected with the reservoir D by means of the clamp-hooks *h*, substantially as set forth.

This specification signed by me this 17th day of May, 1872.

C. D. FLYNT.

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.