

E. A. SMITH.
OIL CUP OR BOXING.
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1,023,046.

Patented Apr. 9, 1912.

Fig. 1.

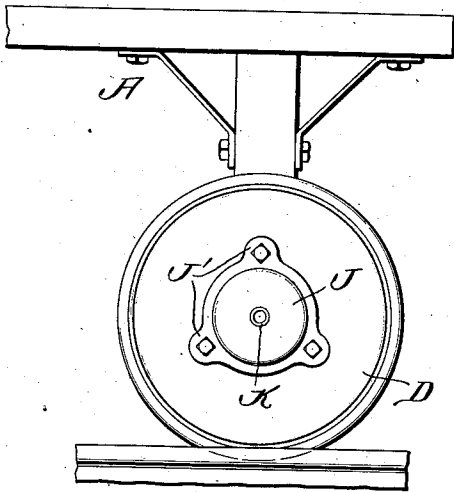


Fig. 2.

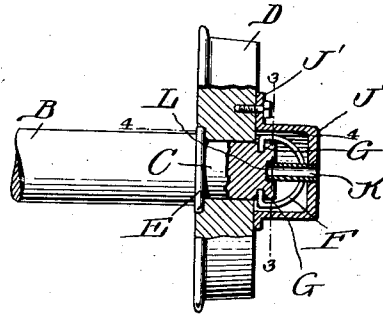


Fig. 3.

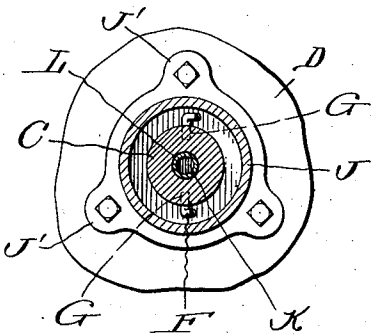
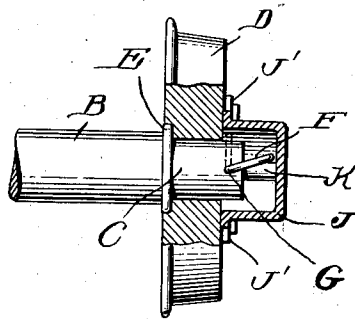


Fig. 4.



Witnesses

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OIL CUP OR BOXING.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, EDMAN A. SMITH, a citizen of the United States, residing at Pineville, in the county of Bell and State of Kentucky, have invented a new and useful Improvement in Oil Cups or Boxings, of which the following is a specification.

This invention relates to oil cups for truck axles used in lumber yards, the object being to provide an oil cup which is so constructed that when a truck is turned on its side, the oil will be retained therein, thereby overcoming the disadvantages now existing with oil cups of this character now in use, as when the truck is turned up on its side, the oil runs out and is wasted.

Another object of the invention is to provide an oil cup which is exceedingly simple and cheap in construction and one in which the same can be readily applied to any of the well known makes of trucks now in use by simply boring a longitudinal opening in the ends of the axle.

A further object of the invention is to provide an oil cup which is carried by the wheel which is locked on the axle by a hinged bail, capable of being turned down so that it will be out of the way of the oil retaining tube of the cup.

With these various objects in view, my invention consists in the novel features of construction, combination and arrangement of parts, hereinafter fully described and pointed out in the claim.

In the drawing forming a part of this specification: Figure 1 is a side elevation of a portion of a truck showing my improved oil cup applied thereto. Fig. 2 is a longitudinal section through the axle of the truck and cup. Fig. 3 is a transverse section through the cup. Fig. 4 is a section.

In carrying out my improved invention, I employ a truck A, which may be of any of the well known constructions now in use, having an axle B provided with end bearing portions C, on which are loosely mounted wheels D held in position thereon by annular shoulders E, and hinged bails F, said bails having their ends seated in oppositely disposed recesses G, formed in the ends of the axle so as to hold the wheels on the same. This bail is capable of being swung

down so as to rest against the outer face of the wheel in order to be out of the way of the oil cup when attached. Secured to the outer face of the wheel is my improved oil cup J which is provided with a flange having apertured ears J', adapted to be secured to the outer face of the wheel by machine screws and said cup is formed of a larger diameter than the journal portion of the axle so as to completely close the bearing whereby oil will be retained therein at all times. The outer face of the cup is provided with a central opening having a tube K secured therein which extends into a longitudinal bore L formed in the end of the axle, said tube being of such a size that it will turn freely within the bore without any danger of it binding in any way. By this construction the oil within the cup will be held therein when the truck is turned on its sides, so as to throw the axle in a vertical position and it will be readily seen that an annular chamber is formed around the tube, so that it is impossible for the oil to run out of the cup.

While I have shown and described a tube secured in the cup, it is of course understood that the tube could be formed integral with the cup, or a solid member used without departing from the spirit of my invention.

From the foregoing description it will be seen that I have provided an oil cup for trucks which will prevent the oil from being wasted, and one which can be readily attached to the ordinary construction of truck now in use.

What I claim is:

The combination with an axle having a wheel thereon, the end of said axle being recessed, the axle being also provided with peripheral recesses, a bail the ends of which are pivotally mounted in said recesses, said bail preventing the wheel from slipping from the axle, a cylindrical oil cup secured to the outer face of the wheel and inclosing said bail, and a filling tube carried centrally by the cup and extending in the recess in the end of the axle.

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Witnesses:

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