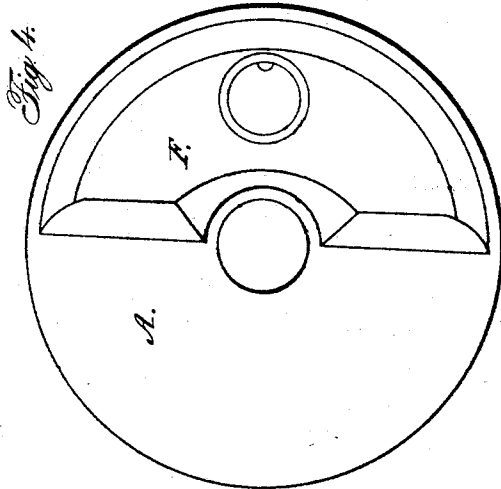
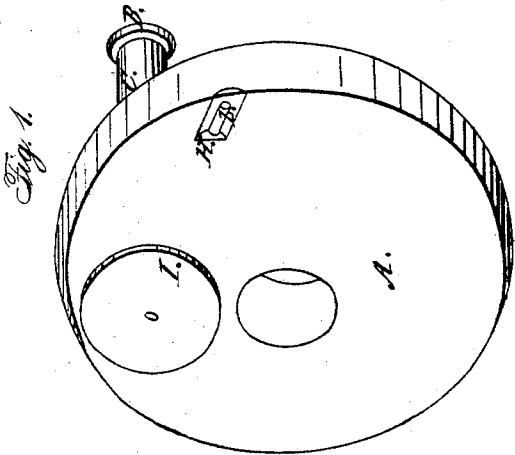
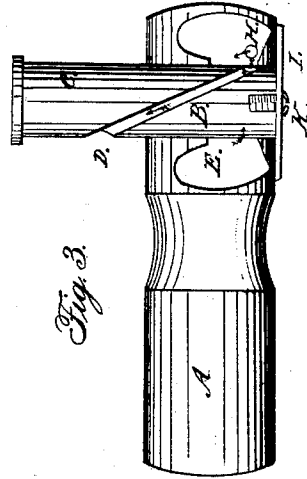
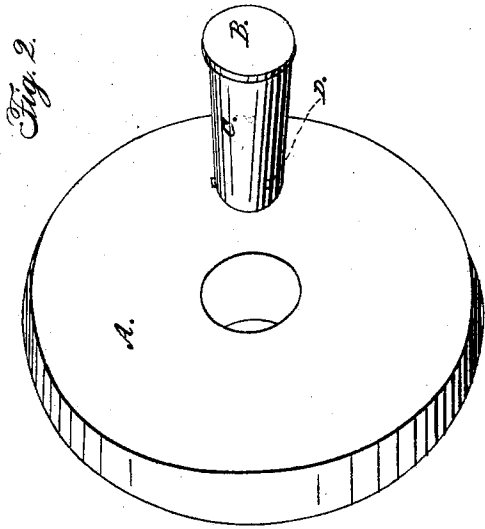


W. VAN ANDEN.
Car-Axle Box.

No. 45,365.

Patented Dec, 6, 1864.



Witnesses:

G. D. Lawry.
J. K. Hoyt.

Inventor:

Wm. Van Anden

UNITED STATES PATENT OFFICE.

WILLIAM VAN ANDEN, OF POUGHKEEPSIE, NEW YORK.

IMPROVED LUBRICATOR.

Specification forming part of Letters Patent No. 45,365, dated December 6, 1864.

To all whom it may concern:

Be it known that I, WILLIAM VAN ANDEN, of Poughkeepsie, in the county of Dutchess and State of New York, have invented a new and Improved Mode of Lubricating the Journal of a Crank or Connecting Pin, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention is constructing a crank-pin frame having an oil reservoir or chamber so as to admit the oil to the journal of the pin; but to describe my invention more particularly, I will refer to the accompanying drawings, forming a part of this specification, the same letters of reference, wherever they occur, referring to like parts.

Figure 1 is a perspective view showing the back of crank-pin. Fig. 2 is a perspective view showing the front of crank-pin. Fig. 3 is an upright section. Fig. 4 is a horizontal view.

Letter A is the crank pin frame. In various machines a circular wheel is used as a crank-pin frame, (but not necessarily so,) having the pin B fixed into it at a required distance from the center, as shown in Figs. 2 and 3. When the wheel A rotates, the pin revolves around the center, giving a vibratory motion to a pitman or connecting rod, which may be connected to the journal C of the crank pin in the ordinary way. Around or near the shank of the crank-pin and within the frame is a hollow chamber or reservoir, E, having an open-

ing opposite the crank-pin. A cap, I, shown in Figs. 1 and 3, is fitted over the opening and made fast by means of a screw, k, as in Fig. 3. Near the rim of the frame is an oil-hole, as seen at H, Figs. 1 and 3, having a stopper, L, to admit oil or other lubricating substance into the chamber E.

D is an oil hole in the pin, commencing at the shank within the chamber and running obliquely through the pin, terminating or running out within the journal C at the front, outside of the frame.

The oil or lubricating liquid is put into the chamber at H, the stopper L is inserted, the revolving of the frame causes the oil to ooze or leak out through the oil-hole D, and oils the journal C of the crank-pin B.

Having now described my improvements, I will proceed to set forth what I claim and desire to secure by Letters Patent of the United States—

1. An oil-chamber in a crank pin frame for the purpose as described.
2. An oil hole or passage running from the chamber E to the journal C, substantially in a manner and for the purpose as described.
3. The crank-pin, in combination with a frame having a chamber, for the purpose substantially as described.

WILLIAM VAN ANDEN.

Witnesses:

S. D. LAW,
J. K. HOYT.