

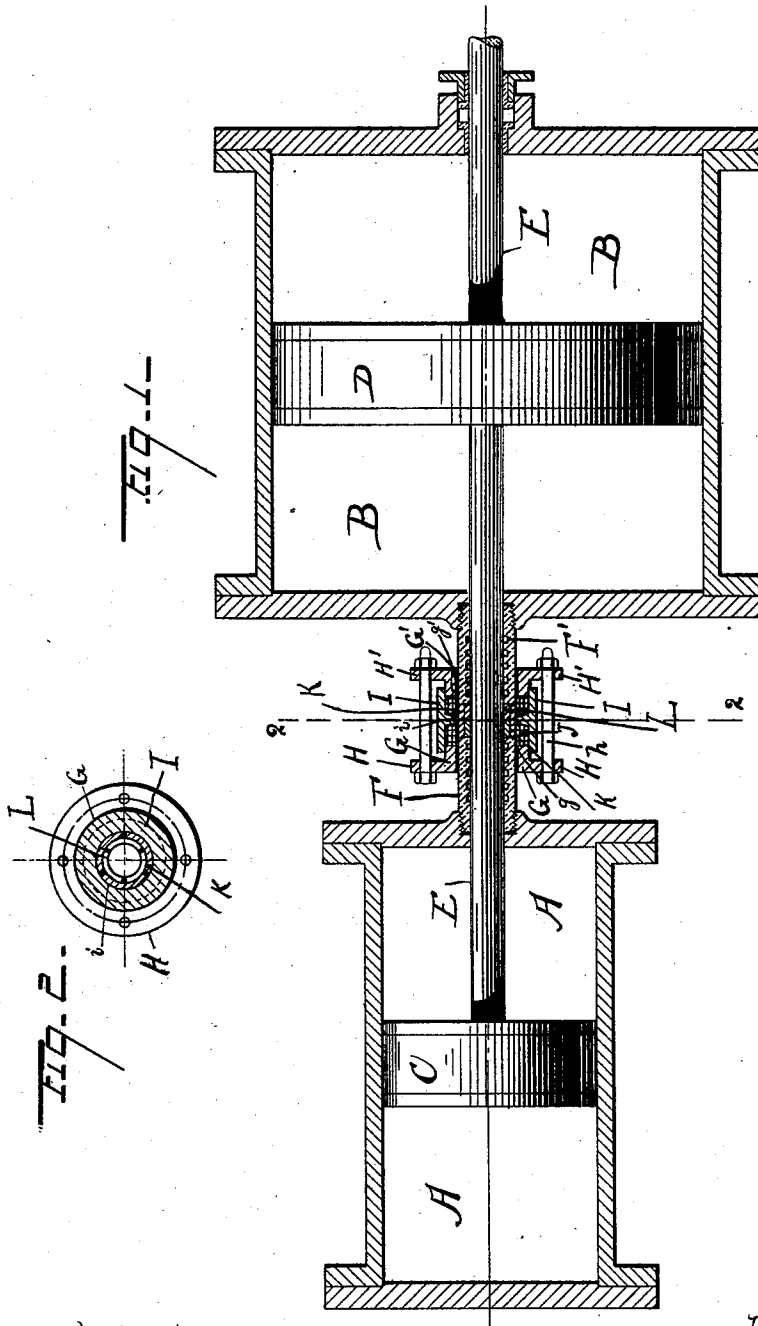
(No Model.)

H. F. GASKILL.

PACKING DEVICE FOR PISTON RODS.

No. 367,806.

Patented Aug. 9, 1887.



Attest
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UNITED STATES PATENT OFFICE.

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PACKING DEVICE FOR PISTON-RODS.

SPECIFICATION forming part of Letters Patent No. 367,806, dated August 9, 1887.

Application filed March 24, 1887. Serial No. 232,319. (No model.)

To all whom it may concern:

Be it known that I, HARVEY F. GASKILL, of Lockport, New York, have invented certain new and useful Improvements in Packing Devices for Piston-Rods, of which the following is a specification.

My invention is more particularly applicable to engines having two cylinders arranged in line with a single piston-rod.

Prior to my invention it has usually been the custom to provide each cylinder of such engines with a separate stuffing-box of some of the well-known types; but in some cases the accurate fitting of the piston-rod has been depended upon to prevent leakage.

By my improvements a single stuffing-box is provided, located between the cylinders, the gland being preferably constructed in two parts.

In the accompanying drawings, Figure 1 is a central longitudinal section through the cylinders and pistons of a tandem compound engine provided with my improvements. Fig. 2 is a transverse sectional view taken on line 2 2 of Fig. 1.

In the drawings, A represents the high-pressure and B the low-pressure cylinder, and C D their respective pistons. E is the piston-rod connecting said pistons and passing through an intermediate stuffing-box.

F F' are two sleeves fitted at one end, respectively, to the cylinders A and B. These sleeves surround the piston-rod, and the packing is located between and about their free ends.

G G' represent, respectively, the members of the gland, g g' their followers, H H' their bolt-flanges, and h their bolts.

I is a shell which forms the stuffing-box. It may have an inwardly-projecting annular flange, i, to form a seat for a fibrous packing, J.

K L are metallic packing-rings concentrically situated with reference to each other, and the latter being accurately fitted to the piston-rod. These packing-rings, as shown, are each constructed of three sections, the joints of the sections in one ring being broken by the sections of the other. By tightening the bolts h the fibrous packing J is compressed, and this in turn forces the sections of the metallic packing-rings K L closer together to compensate for wear. By loosening the bolts h the parts may be separated to permit the removal and renewal of the packing.

As will be apparent from the foregoing description, this device is simple and economical in construction, and it is effective in operation. The details of construction may be considerably varied—as, for example, in the formation of the shell I, the nature of the packing J, and the shape and number of the sections in the rings K L.

I claim—

1. In a tandem engine, the combination of sleeves F F', stuffing-retaining shell I, stuffing J, and glands G G', substantially as set forth.

2. The combination of a stuffing-retaining shell, a rib on the interior thereof, forming therewith two stuffing-receptacles, and two independent glands and connecting devices, whereby the stuffing is compressed in both receptacles simultaneously, substantially as set forth.

3. In a tandem engine, the combination of retaining-shell I, stuffing J, glands G G', and packing-rings K L, substantially as set forth.

HARVEY F. GASKILL.

Witnesses:

P. H. LINNAU,
F. H. SEYMOUR.