

(No Model.)

J. G. DALIE.
OILER FOR ENGINES.

No. 452,773.

Patented May 26, 1891.

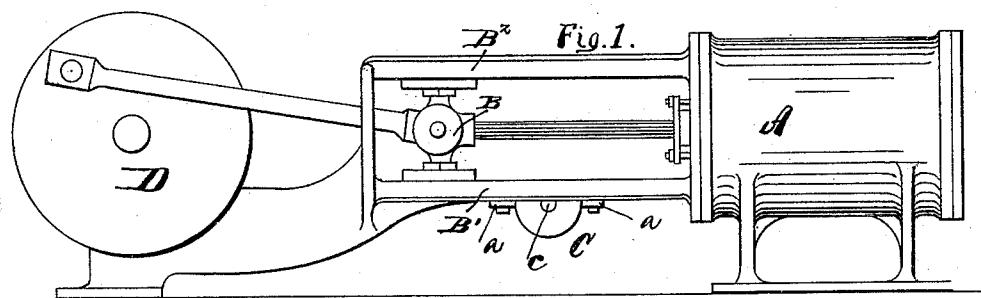


Fig. 3.

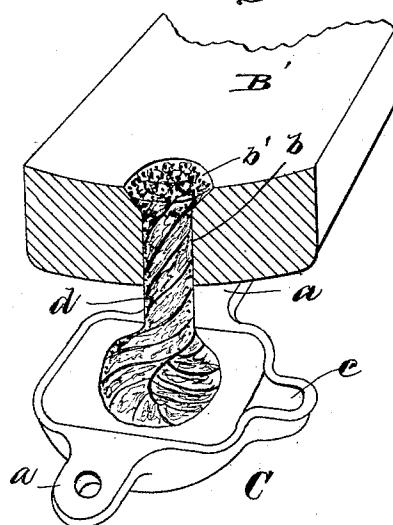


Fig. 2.

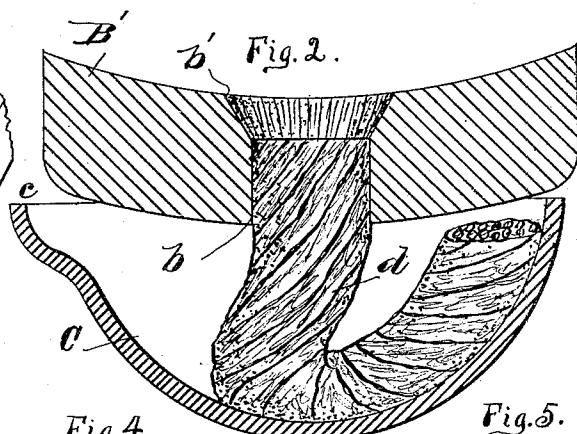


Fig. 4.

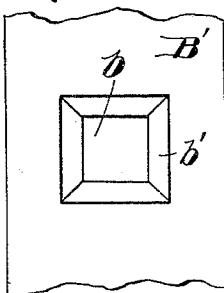
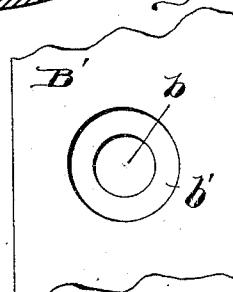


Fig. 5.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN G. DALIE, OF SPRINGFIELD, OHIO, ASSIGNOR TO THE JAMES LEFFEL & COMPANY, OF SAME PLACE.

OILER FOR ENGINES.

SPECIFICATION forming part of Letters Patent No. 452,773, dated May 26, 1891.

Application filed January 7, 1891. Serial No. 377,080½. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. DALIE, a citizen of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Oilers for Engines, of which the following is a specification.

My invention relates to improvements in steam-engines; and it especially relates to improvements in means for applying oil to the reciprocating cross-head or the engine-slides.

My invention consists in the constructions and combinations of parts hereinafter described and set forth in the claim.

15 In the accompanying drawings, Figure 1 is a side elevation view of an engine with which my improved device is embodied or attached. Fig. 2 is a transverse sectional view of one of the slides at the point where the oiler is attached, showing the arrangement and construction of the parts of the same. Fig. 3 is a perspective view, partly in section, showing the manner of attaching the oil-cup to the slide. Fig. 4 is a plan view of a portion of 25 the slide where the oiler is attached, showing a square opening. Fig. 5 is a similar view showing a round opening.

Like parts are indicated by similar letters of reference throughout the several views.

30 In the said drawings, A represents an engine-cylinder; B, a cross-head; D, a crank-head, and B' and B² the slides in which the cross-head operates.

C represents the oil-cup of my improved oiler. This oil-cup C consists, preferably, of a cast-metal receptacle having projecting ears or lugs a adapted to be secured to the under side of the slide B'. This slide B' is provided with an opening b, extending entirely through 40 the same and enlarged or countersunk at the top to form a recess b'. The cup C is bolted or otherwise secured to the slide B' immediately under the opening b, and is adapted to receive a wick d, of suitable absorbent fibrous

material, through which the oil is absorbed 45 and carried by capillary attraction to the upper portion or top of the slide B'.

To facilitate the filling of the cup C and at the same time to have the same as little exposed as possible, I preferably provide said cup with a small projecting lip or spout c, which projects beyond the side of the slide B', as shown in Fig. 2, in convenient position for filling the cup with oil or other lubricant.

The operation of the device, it is thought, 55 will be apparent. The reciprocating cross-head B, passing the wick d of absorbent material, carries with it a certain amount of the lubricant and keeps the slides always well lubricated. The enlarged or countersunk 60 portion b' permits the wick to be expanded at this point, serving the double purpose of holding the wick against accidental displacement and at the same time providing a recess in which the oil accumulates, and from which 65 it is drawn or otherwise by the reciprocating action of the cross-head passing over the same.

It is obvious that the opening b may be round or square or other shape, as desired, and accomplish the same result.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with an engine-slide and a reciprocating cross-head, said slide being 75 provided with an opening countersunk or recessed at the top, an oil-cup secured beneath said slide adjacent to said opening, and a wick of absorbent material extending through said opening into the oil-cup, substantially 80 as specified.

In testimony whereof I have hereunto set my hand this 19th day of December, A. D. 1890.

JOHN G. DALIE.

Witnesses:

PAUL A. STALEY,
CHAS. I. WELCH.