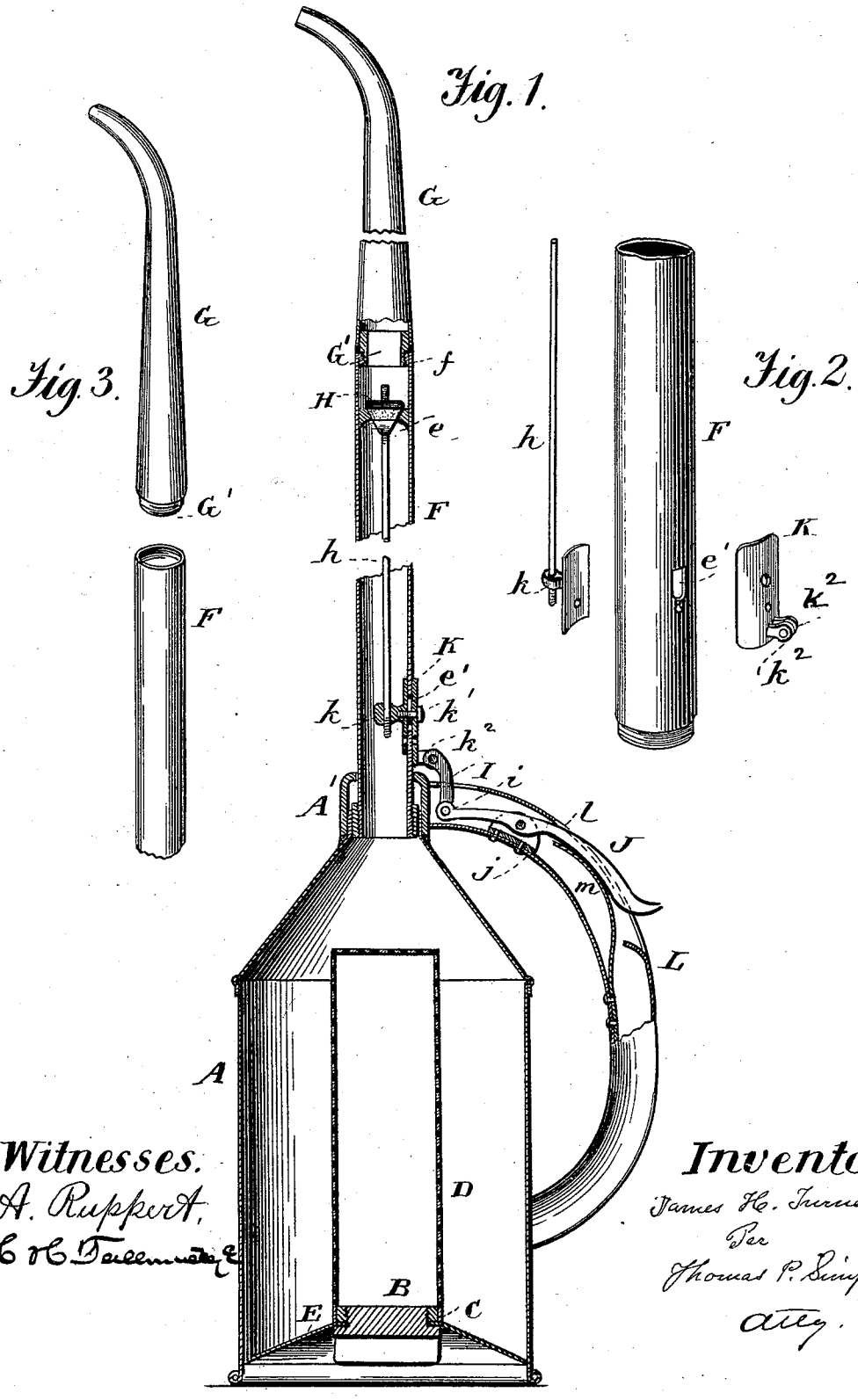
(No Model.)

J. H. TURNER.

LOCOMOTIVE OILER.

No. 521,487. Patented June 19, 1894.



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LOCOMOTIVE-OILER.

SPECIFICATION forming part of Letters Patent No. 521,487, dated June 19, 1894.

Application filed October 27, 1892. Renewed October 25, 1893. Serial No. 489,132. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. TURNER, a citizen of the United States, residing at Pewee Valley, in the county of Oldham and State of Kentucky, have invented certain new and useful Improvements in Locomotive-Oilers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The invention relates to locomotive oilers, and consists in the improvement thereof as hereinafter pointed out in the claims.

Figure 1. of the drawings is an elevation partly in section. Fig. 2 is a detached view of the slide and its connections, together with the straight tube which connects the nozzle with the can or vessel. Fig. 3 is a detail view of the nozzle and straight tube, showing the screw-joint connection.

In the drawings: A represents the can or vessel which holds the lubricating oil; the same being provided with a funnel bottom, having a central nut-hole in which works the threaded stopper B. The nut C and the vertical strainer D are made integral with the bottom E or are securely fastened thereto. The vertical strainer D is made of a size and shape so as to nearly fill the body of the can, so that, as the oil passes from the funnel E into the body of the can, it passes directly into the strainer, where it is relieved of all foreign matter or impurities calculated to clog the nozzle of the can or the space for lubricants in the joints and bearings of the locomotive to be oiled. Owing to the size and shape and position of this strainer D, the oil-can can be quickly filled without waiting for the oil to filter through the strainer, and after the can is filled the oil gradually filters as it is used out of the can through the nozzle.

A′ is a false neck to support the tube F and to prevent it from being wrenched out of the can.

F is a straight tube of equal diameter at all points to connect the can with the nozzle G, which is of the usual tapering and bent form. At the upper end of the tube F, or near thereto, I secure a nut *f* into which screws the thimble G′, while the nozzle G screws upon the thimble. Thus it will be seen that the lower end of the nozzle is firmly supported on the tube F, and reinforced on the inside by the thimble so that it will not be liable to displacement, as so frequently occurs to those in use. Just below the thimble I make a beveled valve-seat *e*, in which works the conical valve H, whose rod *h* extends down to and screws into an interior arm *k* of the slide K, the latter being vertically movable in a slot *e*′, and being connected with the arm K by a screw K′. This slide K has in it an air-hole S′; the tube F has in it a corresponding air-hole S; these two holes S and S′ are so arranged to each other that when the slide K is raised by the thumb-lever J and the mechanism connected therewith, they (the two air-holes) make a continuous unobstructed air-hole into the tube F, and by supplying air through this air-hole facilitate the free flowing of the oil from the nozzle. The slide K has two ears K^2 K^2, between which is secured by a pin or rivet the upper end of a link I, and the lower end being connected by a pivot *i* with the thumb-lever J, the latter is fulcrumed in a bearing *j* attached to the under side of a hollow handle L, and is held up at the handle end by a spring *m*, so that the valve may be held closely in its seat. The handle end of the lever J protrudes through at the slot *l* just above where the handle is usually gripped by the hand while using the can, so that the thumb of the hand which carries the oiler may operate or depress this lever J. By having a funnel bottom to the can, the necessity of having a separate funnel for filling the can is obviated, and the filling of the can is thereby facilitated, and the waste of oil incident to the use of a separate funnel is prevented. And being able to see into the can while filling it an overflow of oil is prevented. By having an inlet for the oil at the bottom of the can and a spring-closed valve at the nozzle end, there is no waste of oil when the can is be-

ing filled. While the purification of the oil by the strainer and the passage of it to a nozzle through a straight tube having an air-hole at its base prevents the oil clogging or flowing sluggishly from the nozzle.

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. The combination with an oiler can and nozzle, screw-jointed together, of a reinforcing exterior neck having the top edge inwardly curved to form a lateral bearing for the tube F above the joint as shown and described.

2. The combination with the reciprocating valve-stem of a locomotive oiler of the slotted tube F, and the slide K, the latter made in two parts connected by a screw passing through said slotted tube and movable therein, as and for the purpose set forth.

3. The combination with the valve-stem slide K of the link I pivoted to ears of said slide, the thereto end-pivoted lever J, the hollow slotted handle L, and the spring *m* arranged under the free end of said lever, the rear end of said lever being made to project through said slotted handle as shown and described.

4. The combination in a locomotive oiler of a valve H, a valve-seat *e*, a valve-rod *h*, an arm *k*, a slot *e'*, an arm *p* a screw *p'* and the slide K, having an air-hole S with the tube F having an air-hole S'; as and for the purposes set forth.

5. The combination of the tube F having an air-hole S, with the slide K having a similar air-hole S', with the screw *k'*, the valve-rod *h* and the valve H, whereby the raising of the slide K and with it of the valve H, at the same time and with the same mechanism opens the valve to the nozzle G, and causes the air-holes S and S' to coincide with each other, thus admitting air to the tube F, and thereby facilitating the free flow of the oil from the nozzle G as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES H. TURNER.

Witnesses:

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