

N. SEIBERT.
LUBRICATOR.

No. 179,226.

Patented June 27, 1876.

Fig. 1.

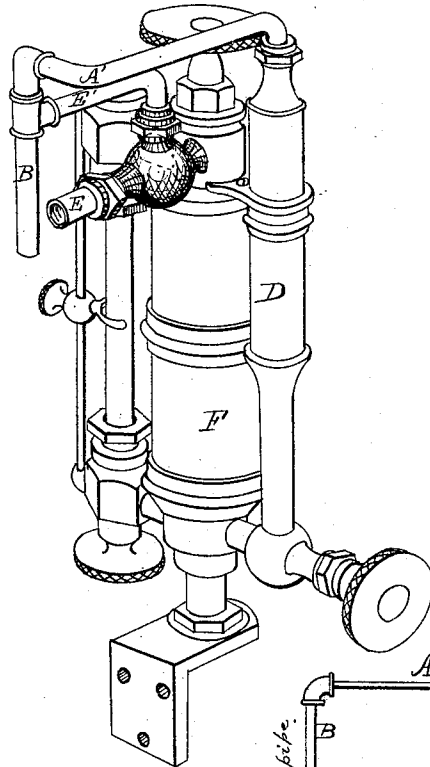


Fig. 2.

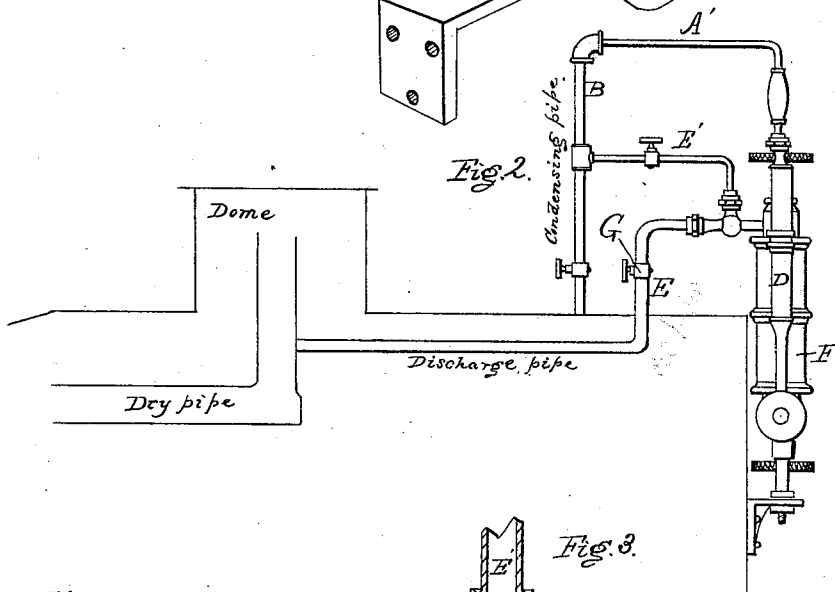
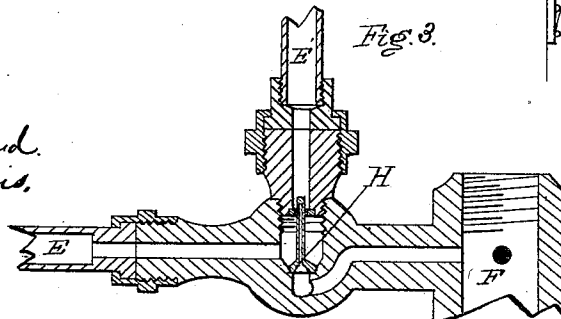


Fig. 3.



Witnesses:
F. R. Townsend.
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UNITED STATES PATENT OFFICE.

NICHOLAS SEIBERT, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN LUBRICATORS.

Specification forming part of Letters Patent No. **179,226**, dated June 27, 1876; application filed January 3, 1876.

To all whom it may concern:

Be it known that I, NICHOLAS SEIBERT, of San Francisco, California, have invented certain new and useful Improvements in Lubricators, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of a lubricator with my improvements attached; Fig. 2, a vertical section of the same.

My invention relates to lubricators for railway-engines, and is an improvement on my invention covered by Letters Patent No. 111,881, dated February 14, 1871; and it consists in devices for equalizing the steam-pressure upon the oil-cup when steam is shut off from the steam-pipe, as is usually the case on down grades.

To enable others skilled in the art to make and use my invention, I will proceed to describe the exact manner in which I have carried it out.

In the lubricator as covered by the aforesaid patent the steam-pressure upon the oil-cup is balanced, and the only force for feeding out the oil is the hydrostatic pressure arising from the column of condensed steam in the reservoir D. This equality of pressure is true only so long as the steam is admitted to the steam-pipe E, through which the lubricant passes to the parts to be lubricated. When steam is shut off from this steam-pipe, there being no pressure left to equalize the steam-pressure through the pipe A', the oil is forced out of the cup F more rapidly than is desired for a proper feed. To overcome this difficulty is the object of my present invention.

In the drawings, A is the cylinder; B, the steam-pipe; C, the steam-chest; A', the condensing-pipe, connecting the steam-pipe B and the reservoir D, which is supplied with water by reason of the steam condensing in the condensing-pipe A'. E is the oil-pipe leading to the cylinder and valve-chest. F is the cup containing the lubricant. G is a stop-cock or valve in the oil-pipe E, and H is a check-valve in pipe E. The steam-pressure through the pipe E upon this check-valve is just equal to the opposite pressure through the pipe A', and hence the oil is fed out only by hydrostatic pressure.

When the steam is shut off from the engine the pressure from the pipe E ceases; but this pressure is supplied through the pipe E', connected directly either with the steam-pipe B or boiler. This supplemental pipe E' acts in unison with the steam-pipe E as long as steam is admitted to the pipe E, but supplies its place, and acts independently to accomplish the same result whenever steam is shut off from the pipe E, or from what is known as the "dry-pipe."

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

In combination with a lubricator, the auxiliary pipe E', substantially as and for the purpose set forth.

NICHOLAS SEIBERT.

Witnesses:

WILL H. MOXON,
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