

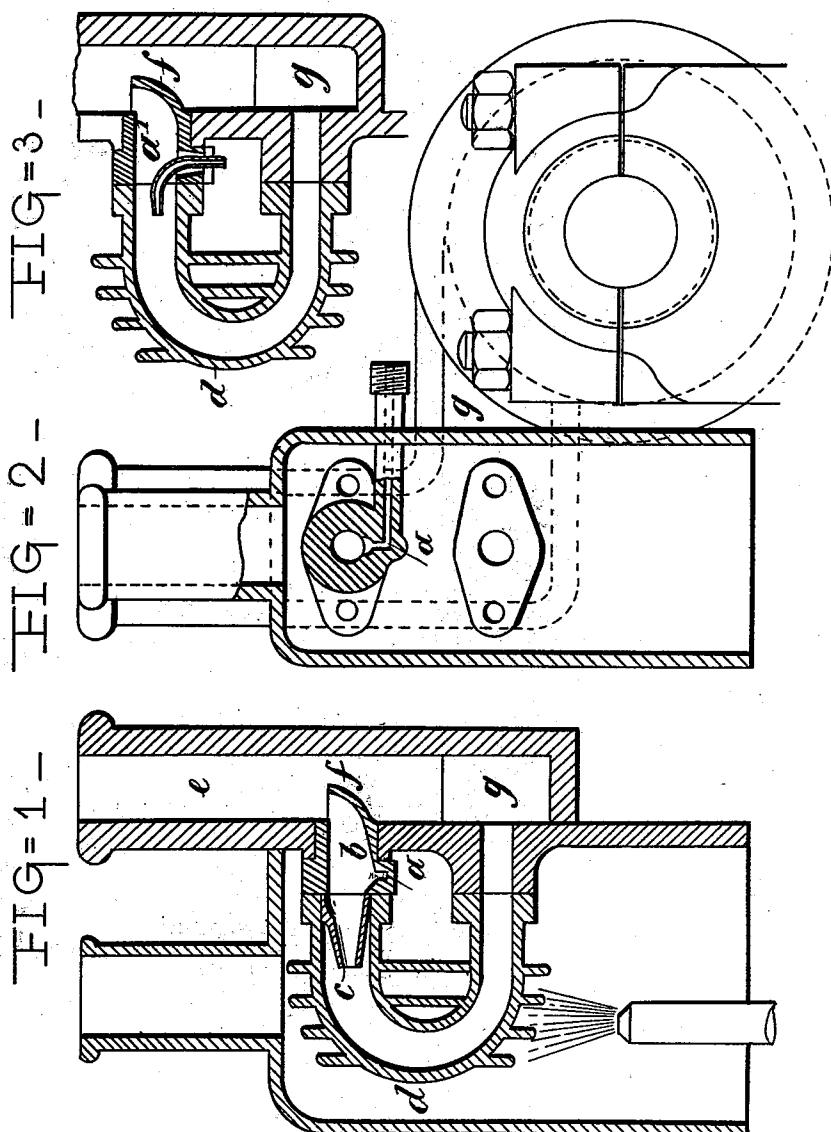
(No Model.)

2 Sheets—Sheet 1.

O. BRÜNLER.
PETROLEUM MOTOR.

No. 507,989.

Patented Nov. 7, 1893.



Witnesses:
Theodor Heudel.
Paul Hirschke.

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per Gerson and Sachse
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UNITED STATES PATENT OFFICE.

OSCAR BRÜNLER, OF EUTRITZSCH-LEIPSIC, GERMANY.

PETROLEUM-MOTOR.

SPECIFICATION forming part of Letters Patent No. 507,989, dated November 7, 1893.

Application filed September 26, 1892. Serial No. 446,976. (No model.) Patented in Germany July 5, 1892, No. 68,190; in Switzerland August 19, 1892, No. 5,452; in France August 22, 1892, No. 223,855; in Spain August 23, 1892, No. 13,687; in Italy August 27, 1892, XXVI, 22,532, LXIV, 44; in Belgium September 1, 1892, No. 101,207; in England September 13, 1892, No. 16,380; in Victoria October 15, 1892, No. 10,047, and in New South Wales October 19, 1892, No. 4,052.

To all whom it may concern:

Be it known that I, OSCAR BRÜNLER, a subject of the Emperor of Germany, and a resident of Eutritzsch-Leipsic, in the Empire of Germany, have invented a new and useful Improvement in Petroleum-Motors, the cylinders and pistons of which rotate round a stationary crank, (for which I have obtained a patent in Germany, No. 68,190, bearing date July 5, 1892; in France, No. 223,855, bearing date August 22, 1892; in Belgium, No. 101,207, bearing date September 1, 1892; in Italy, Reg. Gen. 26, No. 22,532, Reg. Att. 64, No. 44, bearing date August 27, 1892; in Spain, No. 13,687, bearing date August 23, 1892; in Great Britain, No. 16,380, bearing date September 13, 1892; in Switzerland, No. 5,452, bearing date August 19, 1892; in New South Wales, No. 4,052, bearing date October 19, 1892, and in Victoria, No. 10,047, bearing date October 15, 1892,) of which the following is a specification.

The object of the present invention is a petroleum motor the cylinder and piston of which rotate round a stationary crank, as illustrated by the inclosed drawings.

In the drawings Figure 1 is a longitudinal section and Fig. 2 a transverse section of the gasifying contrivance. Fig. 3 is the longitudinal section of a somewhat modified construction of the gasifying contrivance and Fig. 4 is partly the view and partly the section of the motor.

The crank *n*, on which the body *l* containing the cylinder turns, is rigidly connected with the frame *k*. The gas-mixture is conveyed to the cylinders through the passages *g'* in the body *l*, these passages *g'* turning before the passages *g* of the gasifying-contrivance. The gasification is effected when the valve *h* is opened, the latter being lifted at the beginning of the suction-period, and drawing in the air through the tube *e* and the air catching-basin *f*. In Figs. 1 and 2 the sucked air-current meets at *b* with some petroleum which

is pressed in through the tube *a*, and sprays 45 it through the nozzle *c* into the gasificator *d*. Through opening the valve *h*, the petroleum converted into gas is drawn with the air into the passage *g*, and from there into passage *g'* whereupon it enters the cylinder. In the 50 latter it is ignited at the compression, by an igniting tube or by some other means of ignition.

With the construction illustrated by Fig. 3, when the air is sucked in consequence of the 55 opening of the valve *h*, some petroleum is spurted through the bent tube *a'* into the gasificator *d*. The burned gases escape through the valve *i* and the passage *m* into the space *o* of the body *l* which acts as a sound-catcher. 60 The moisture and graphite particles carried along by the by-gases, serve to grease the parts inclosed by this sound catcher, and working on each other. The by-gases then escape through the hollow arm of the crank 65 *n*. It is evident, that as in all rotating motors, also the cylinders may be stationary and the crank may rotate.

What I claim is—

1. In a petroleum motor the cylinders and 70 pistons of which rotate round a stationary crank the combination of the passages *g* of a gasifying contrivance with the passages *g'* of the body *l*, the crank *n* rigidly united with the frame *k*, the inlet valve *h*, the outlet valve *i* 75 and the exhaust passage *m* as and for the purpose specified.

2. In a petroleum motor, the cylinders and pistons of which rotate round a stationary crank the combination of the hollow body *l* 80 constituting the sound catcher *o*, the outlet passage *m* and the hollow trunnion of crank *n* as and for the purpose set forth.

OSCAR BRÜNLER.

Witnesses:

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