Nov. 11, 1924.

1,515,064

J. H. MILLER

ENGINE OILING DEVICE

Filed May 4, 1923

Fig. 1.

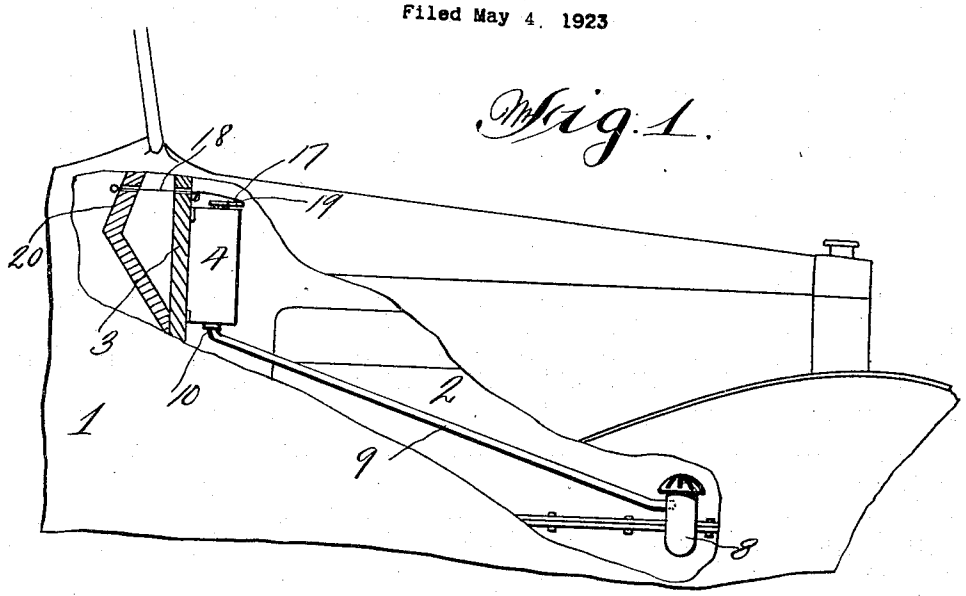
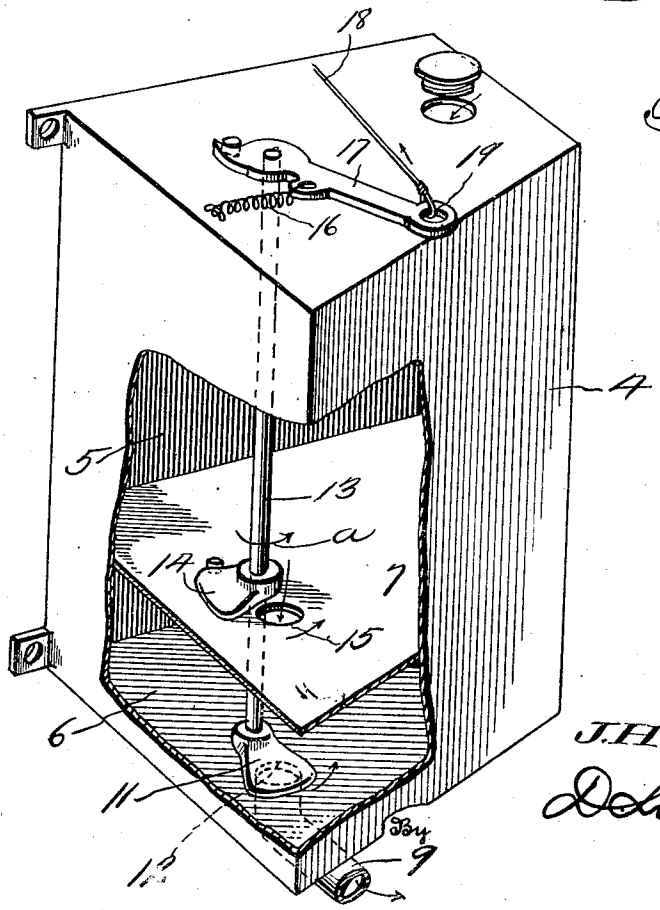


Fig. 2.



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UNITED STATES PATENT OFFICE.

JOHN HENRY MILLER, OF LINDSAY, OKLAHOMA.

ENGINE-OILING DEVICE.

Application filed May 4, 1923. Serial No. 636,620.

To all whom it may concern:

Be it known that I, JOHN H. MILLER, a citizen of the United States, residing at Lindsay, in the county of Garvin, State of Oklahoma, have invented a new and useful Engine-Oiling Device; and I do hereby 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.

The invention relates to engine oiling devices for internal combustion engines of motor driven vehicles, and has for its object to provide a device of this character controllable from within the automobile whereby predetermined amounts of oil may be allowed to flow into the engine for lubricating purposes.

A further object is to provide the automobile, preferably under the engine hood, with an oil receptacle, which receptacle is divided into compartments, and valve means whereby the oil within one of said compartments may be allowed to flow from the receptacle, and oil from the other compartment to the empty compartment, thereby replacing the displaced oil.

With the above and other objects in view the invention resides in the combination and arrangement of parts as hereinafter set forth, shown in the drawing, described and claimed, it being understood that changes in the precise embodiment of the invention may be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawing:

Figure 1 is a side elevation of a portion of an automobile, showing the device applied thereto.

Figure 2 is an enlarged perspective view of the receptacle, part being broken away to better show the structure.

Referring to the drawing, the numeral 1 designates a portion of a conventional form of automobile, 2 the engine thereof and 3 the dash. It has been found, especially where long trips are being made in automobiles, that it is necessary from time to time to have oil placed in the engine 2, usually in quart quantities which consumes considerable time and often the oil is not obtainable. To obviate this difficulty a receptacle 4 is provided, which receptacle is preferably secured to the forward side of the dash 3. Receptacle 4 is divided into spaced compartments 5 and 6 by means of a horizontally disposed partition 7. The compartment 5 is preferably of a size which will hold about five gallons of oil, however the compartment 6 is preferably large enough to hold a quart of oil, which is the usual quantity deposited at one time in the engine 2 through the breather 8. Breather 8 has connected thereto an oil pipe 9 which pipe extends upwardly and rearwardly and is connected at 10 to the underside of the receptacle 4, in such a manner that the lubricant within the compartment 6 of the receptacle will flow therefrom through the pipe 9 when the disc valve 11 is moved out of registration with the valve seat 12. Disc valve 11 is carried by a vertically disposed shaft 13, which extends upwardly through the compartment 5 and is provided with a disc valve 14, which disc valve 14, when the valve 11 is in registration with the valve seat 12, is out of registration with the valve seat 15, therefore it will be seen that when the shaft 13 is rotated in the direction of the arrow *a* that the valve 11 will move out of registration with the seat 12, and at the same time the valve 14 will move into registration with the seat 15. By the above action the lubricant within the compartment 6 will be allowed to flow through the pipe 9 to the breather 8. However immediately upon rotation of the shaft 13, the valve 14 will move into registration with the valve seat 15, thereby preventing lubricant from flowing from the compartment 5 to the compartment 6, however when the valve 11 is again moved to closed position as shown in Figure 2, by means of the coiled spring 16, which is connected to the operating lever 17, the valve 14 will be moved to open position, thereby allowing another quart of oil to flow from the compartment 5 into the compartment 6. It will be seen that oil may be deposited or conveyed to the engine in predetermined bulk and that the compartment 5 may hold a considerable supply of oil.

The device is preferably controlled by a rod 18, which rod is connected at 19 to the lever 17 and extends rearwardly through the dash 3 and through the instrument board 20 to a position where it may be easily and quickly reached by an operator within the body of the automobile without leaving his position at the wheel or stopping the vehicle. It is to be understood that the ca-

pacity of the compartments 5 and 6 may be varied as desired according to the type of engine and the quantity of oil consumed by said engine.

From the above it will be seen that an engine oiling device is provided, which is simple in construction, may be cheaply constructed, and applied to an automobile, and one wherein oil may be allowed to flow to an engine in predetermined bulk.

The invention having been set forth what is claimed as new and useful is:

A lubricating device comprising a tank, a horizontally disposed partition within the tank thereby forming upper and lower lubricant compartments, a discharge pipe connecting the lower chamber of the tank, a horizontally movable disc valve cooperating with the discharge opening of the lower compartment for allowing or cutting off the flow of lubricant therefrom, a horizontally movable disc valve cooperating with a discharge port in the partition for controlling the flow of lubricant from the upper compartment to the lower compartment, a vertically disposed shaft on which said valves are mounted, said valves being positioned whereby upon a rotation of the shaft one valve will be moved out of registration with its discharge port, and the other into registration and vice versa, a lever connected to the upper end of the shaft, spring means for normally maintaining the lower valve in closed position, and means for controlling the lever.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN HENRY MILLER.

Witnesses:

JOHN H. PERRY,

HARDEN R. JACOBS.