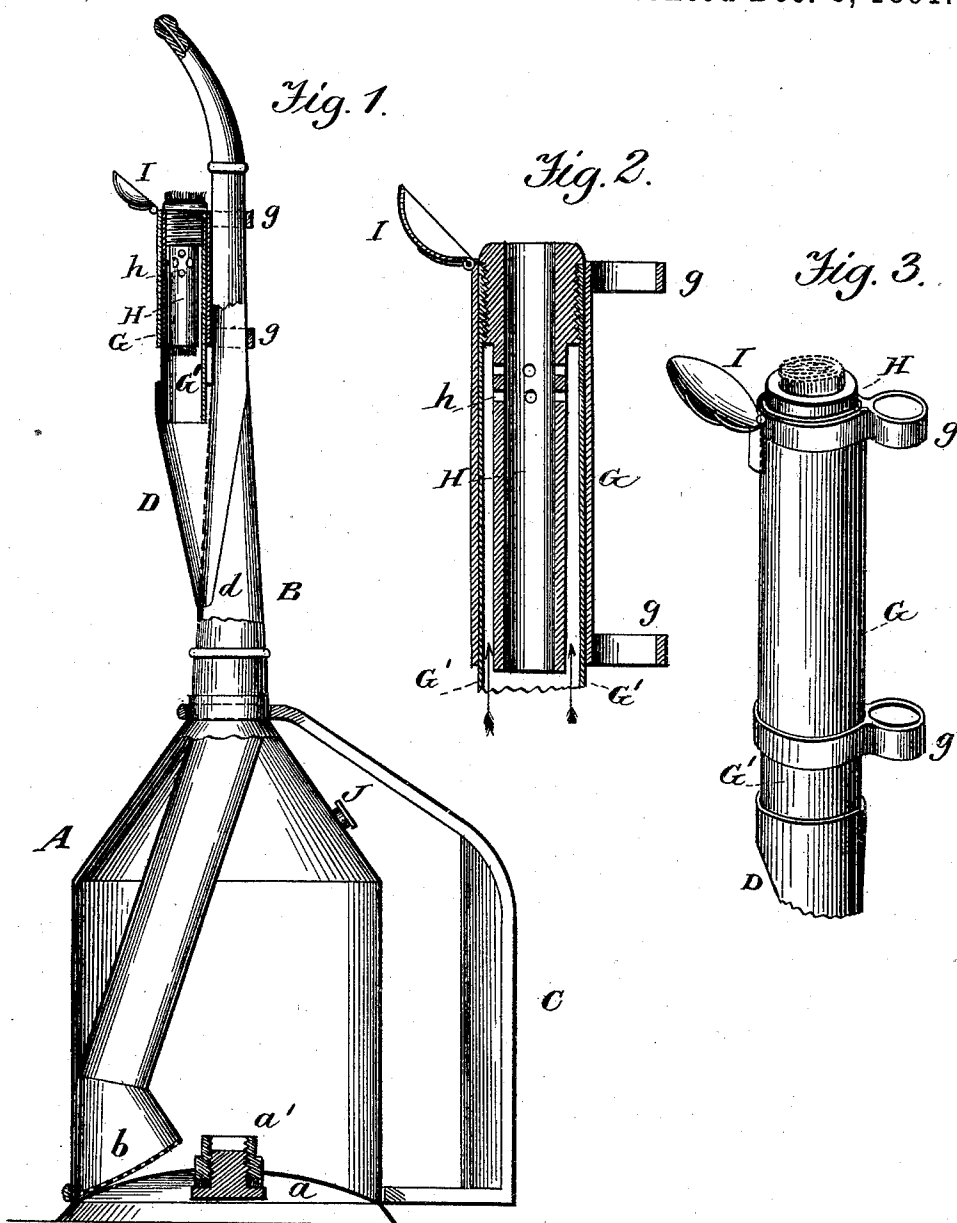


(No Model.)

H. M. TURNER.
COMBINATION TORCH AND OILER.

No. 464,839.

Patented Dec. 8, 1891.



Witnesses.
A. Ruppert,
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att'y.

UNITED STATES PATENT OFFICE.

HARRY MILLER TURNER, OF BIRMINGHAM, ALABAMA.

COMBINATION TORCH AND OILER.

SPECIFICATION forming part of Letters Patent No. 464,839, dated December 8, 1891.

Application filed March 7, 1891. Serial No. 384,099. (No model.)

To all whom it may concern:

Be it known that I, HARRY MILLER TURNER, a citizen of the United States, residing at Birmingham, in the county of Jefferson and State of Alabama, have invented certain new and useful Improvements in Locomotive-Oilers; 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 torch-feed cans for oiling locomotive-engines, and will first be described in connection with the drawings, and then pointed out in the claims.

Figure 1 of the drawings is a vertical section of the can with all its attachments. Fig. 2 is a vertical section of the burner-tube in its case; and Fig. 3, a perspective view showing the slide-case below the burner-tube, which is raised above the cap ready for use.

In the drawings, A represents the body of can, having the bottom *a* concaved on the outside and in the middle thereof provided with the screw-stopper to close the oil-inlet *a'*.

B is the spout, through which oil is poured out, and *b* the flared bottom thereof, which is slightly raised toward the middle of can, so as to freely admit the passage of the oil into it. This tapers up to the top end, where is a small outlet for the oil.

C is the handle, which is swiveled near the top and bottom of can, so that the can may be turned therein to get it into different positions when oiling a locomotive to reach the place intended.

On one side of the spout B is joined the tube D, having an inlet *d*, through which the oil passes from the spout into it, thence up through the tube G', and around the burner-chamber H, which is supported thereby, entering said chamber at the holes *h*. Into this

chamber H extends the wick of the burner, over whose outer end is a hinged cap I.

The spout B is soldered at its lower end to the inside of the can, and also where it passes through the upper end thereof, while the tube D is soldered to the spout B. A sleeve G surrounds the feed-tube G' and is movable up and down thereon. The sleeve G is connected by strips *g* to the spout B and slides thereon, as well as on the burner-supporting tube G', to cover the torch when not in use.

J is an air-inlet having a screw-stopper.

The oil-can is inverted by the operator in order to pour out of the spout B, and can be moved in the handle so as to pour oil into any part of the engine. A small portion of the black oil used for lubrication finds its way to the wick of burner to support the combustion of the torch and produce the desired light.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

1. The combination, with the spout of a locomotive-oiling can, of the tube D, having inlet *d*, the case G, opening into tube D, and the burner-chamber H, having oil-inlets *h*, whereby the wick of burner receives a supply of oil, in the manner specified.

2. The combination, with the burner-tube D and spout B, of the case G, having a hinged cover and arranged to slide up and down on the said tube and oil-spout, as and for the purpose set forth.

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

HARRY MILLER TURNER.

Witnesses:

J. M. HENDERSON,
L. S. BROWN.