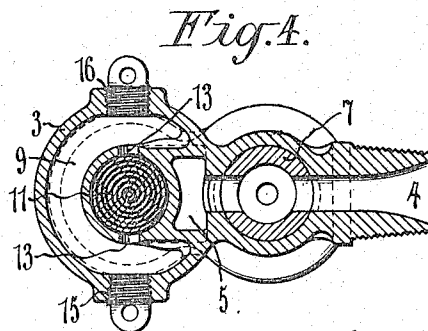
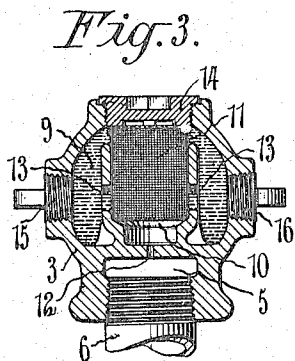
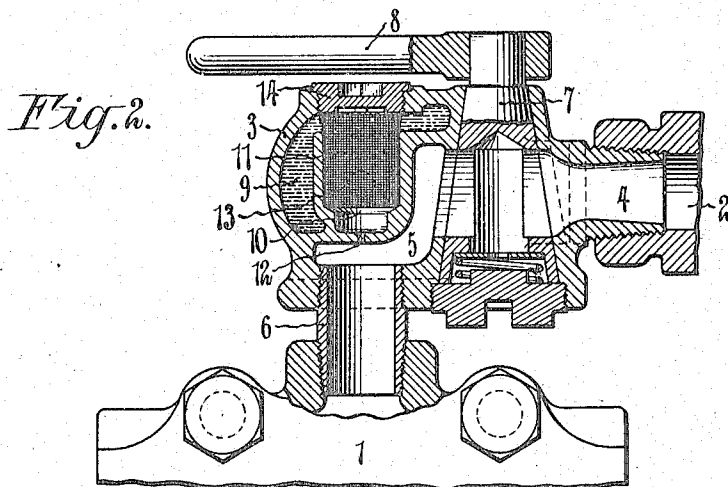
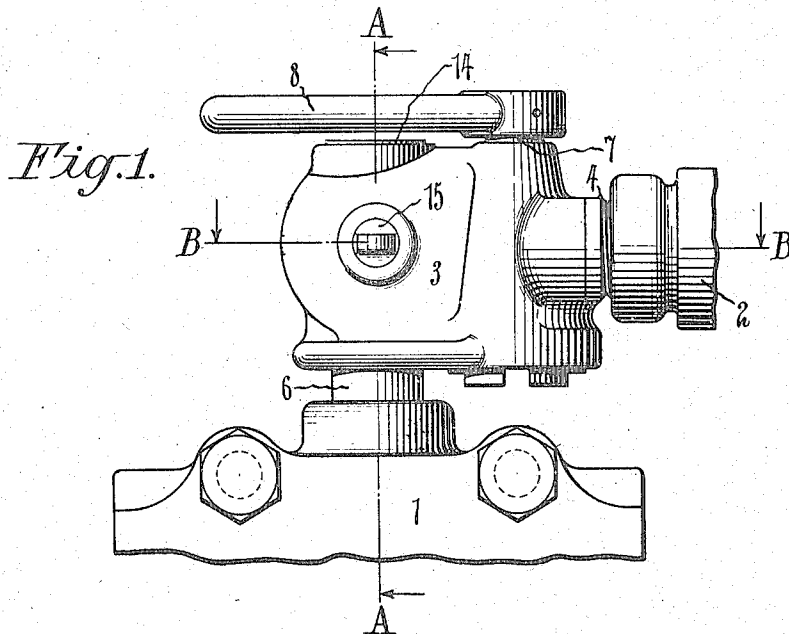


C. C. HANSEN.
 COMBINED THROTTLE VALVE AND OILER.
 APPLICATION FILED APR. 23, 1912.

1,122,109.

Patented Dec. 22, 1914.



Witnesses:
 Harry B. Kleischer
 George Barry.

Inventor:
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 by his attorney
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UNITED STATES PATENT OFFICE.

CHARLES C. HANSEN, OF EASTON, PENNSYLVANIA, ASSIGNOR TO INGERSOLL-RAND COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

COMBINED THROTTLE-VALVE AND OILER.

1,122,109.

Specification of Letters Patent.

Patented Dec. 22, 1914.

Application filed April 23, 1912. Serial No. 692,746.

To all whom it may concern:

Be it known that I, CHARLES C. HANSEN, a citizen of the United States, and resident of Easton, in the county of Northampton and State of Pennsylvania, have invented new and useful Improvements in Combined Throttle-Valves and Oilers, of which the following is a specification.

The object of my invention is to provide improvements in combined throttle valves and oilers and is particularly directed to that type in which a cartridge of oil absorbent material is subjected to the pulsations of fluid in a pressure fluid supply line due to the operation of the tool or machine driven by said pressure fluid.

In the accompanying drawings, Figure 1 represents a combined throttle valve and oiler and a portion of the valve chest of a pressure fluid operated tool or machine, in side elevation, Fig. 2 is a longitudinal central section through the same, Fig. 3 is a transverse section taken in the plane of the line A—A of Fig. 1, looking in the direction of the arrows, and Fig. 4 is a transverse section taken in the plane of the line B—B of Fig. 1, looking in the direction of the arrows.

The valve chest is denoted by 1 and the pressure fluid supply pipe by 2. The casing of the combined throttle valve and oiler is denoted by 3, through which casing extends the pressure fluid supply passage, its inlet side 4 being attached to the pressure fluid supply pipe 2 and its outlet side 5 being connected to the interior of the valve chest 1 either by forming the casing 3 integral with the valve chest or by securing the casing to the valve chest by a coupling 6, as shown in the accompanying drawings.

A throttle valve 7 is mounted in the casing 3, which throttle valve is arranged to open and close the pressure fluid supply passage through the casing. The throttle valve has fixed thereto a handle 8 exterior to the casing for manually operating the said valve.

An oil reservoir 9 is formed in the casing 3, within which reservoir is located a cham-

ber 10 arranged to receive an oil absorbent cartridge 11. A passage 12 leads from the bottom of the chamber 10 into the outlet side 5 of the pressure fluid supply passage in the casing. The walls of the chamber 10 which project into the reservoir 9 are provided with holes 13 therethrough for opening communication between the reservoir and the inner portion of the oil absorbent cartridge 11. This oil absorbent cartridge is removable through a hole in the casing in alinement therewith, which hole is closed by a suitable plug 14. This plug 14 serves to hold the cartridge in its chamber 10.

The reservoir 9 may be filled through either of the holes closed by the plugs 15, 16.

When the throttle valve is opened to feed the pressure fluid to the tool or machine for operating it, the pulsations of the pressure fluid due to the operation of the machine serve to draw the oil from the oil absorbent cartridge 11 little by little through the passage 12 into the pressure fluid supply passage and from thence to the tool or machine.

In the device as herein shown and described, the casing serves as a support for the throttle valve and also as a housing for the oiling device thus materially simplifying the structure.

Another novel feature is the arrangement whereby the cartridge may be kept constantly supplied with oil from the reservoir thus obviating the necessity of removing the cartridge.

It is evident that various changes might be resorted to in the form, construction and arrangement of the several parts without departing from the spirit and scope of my invention; hence I do not wish to limit myself strictly to the structure herein set forth, but

What I claim is:—

In a combined throttle valve and oiler, a casing having a pressure fluid supply passage therethrough, a valve for opening and closing said passage, said casing having an oil reservoir therein, and a cup-shaped chamber within the reservoir directly communicating with the reservoir and with the

passage and an oil absorbent cartridge removably located in said chamber in position to supply oil in small quantities to said passage when the valve is open and a removable
5 plug in said casing in alinement with said cartridge.

In testimony that I claim the foregoing as

my invention, I have signed my name in presence of two witnesses, this nineteenth day of April, 1912.

CHARLES C. HANSEN.

Witnesses:

F. GEORGE BARRY,
C. L. LUNDGREN.