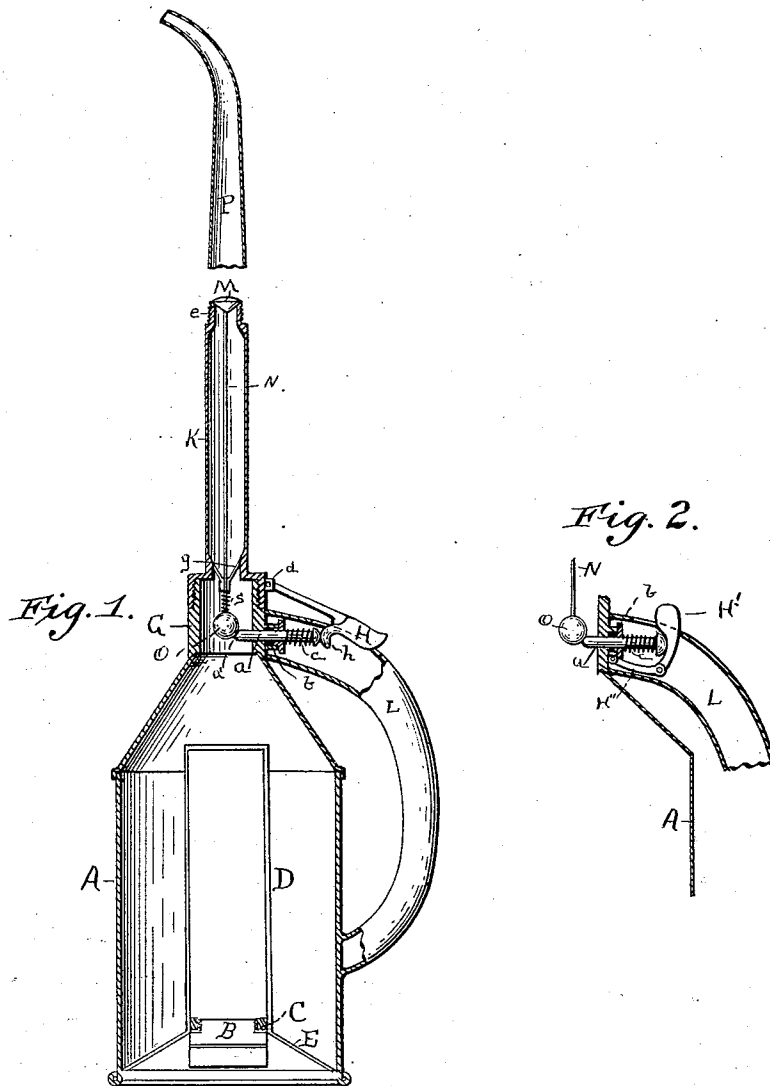


(No Model.)

F. E. HEINIG.
OIL CAN.

No. 538,778.

Patented May 7, 1895.



Witnesses:-
J. H. Sibley
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Inventor:-
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UNITED STATES PATENT OFFICE.

FREDERICK E. HEINIG, OF LOUISVILLE, KENTUCKY.

OIL-CAN.

SPECIFICATION forming part of Letters Patent No. 538,778, dated May 7, 1895.

Application filed October 3, 1894. Serial No. 524,793. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK E. HEINIG, of Louisville, in the county of Jefferson and State of Kentucky, have invented new and useful Improvements in Oil-Cans, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to oil cans to be used as locomotive oilers and consists in certain improvements in detail construction and operation of parts, all as hereinafter more fully set forth and specifically pointed out in the claims.

In the annexed drawings similar letters of reference denote corresponding parts in both views, in which—

Figure 1 is a vertical section of the oil-can complete, and Fig. 2 is a view of a modification of the operating thumb-latch.

A is the can or vessel which is used to hold the lubricating oil, the same being provided with a funnel shaped bottom, having a central opening in which is held a threaded stopper B. The nut C and vertical strainer D are made integral with the bottom E or are securely fastened thereto. The strainer D is of sufficient size to nearly fill the body of the can so that a large quantity of oil may be quickly filled into the can and permit it to become strained after filling, thus saving the time which it would take to strain the oil with any other style of strainer.

Secured to the upper end of the can is a screw threaded collar G in which works a spring held reciprocating rod or plunger—a—held in a stuffing box—b— and being provided at its end with a beveled point, a', while its outer end is enlarged to a sufficient extent to form a seat against which the spring—c—will bear to hold said plunger—a— normally at its extreme outer position. Lugs—d—are formed on the collar G in which is held the thumb latch H which rises through the handle L to be of easy access to the operator. A downward extension—h—is formed on the lower side of the thumb latch H which bears against the outer end of the plunger—a— so as to project said plunger inward when pressure is applied to the thumb latch H.

K is an extension of the spout through which the oil is passed from the can. In the

upper portion of K is a beveled valve seat *e* in which normally rests the valve M. Depending from the valve M is a rod N which is provided on its lower end with the ball, O, the rod N passing through the bridge *g* to hold said ball O always central within said extension K at the lower end thereof where it fits over the screw-threaded collar G.

When the extension K is screwed to place the ball O will lie within the collar, G, in such position that the central axis of the said ball will be a degree above the pointed end of the beveled plunger so that when said plunger is projected inwardly the bevel thereof will cause the ball, O, to rise above its normal plane, thereby carrying with it the rod N and raising the said valve M from its seat *e* so as to permit the free passage of oil past said valve to the nozzle of the oiler.

The nozzle P is screw threaded at its lower end and screws onto the part K to complete the oiler and is made removable for convenience in assembling the parts and renewal in case of damage.

In the modification shown at Fig. 2 the rod *a* is actuated by a jointed push latch H'—H'' adapted to bear against said rod *a* to project it inwardly to raise the ball O and valve M when desired. The bridge piece—*g*— is of only sufficient width to form a guide for the rod N and is not intended to close the passage for oil into the part K.

In operation the device is found to be practicable, simple and, owing to the few parts, is not at all liable to get out of order.

Owing to the fact that the ball, O, is held central in the collar—G— it is always in the proper position to be actuated by the push rod, *a*, to lift the valve M when the extension K is in position.

It is desirable that the part K be secured so as to prevent rotation owing to the jar of the trains on which the oilers are to be carried and to accomplish this desired result any suitable locking device may be used.

In practice the device is operated as follows: The oil being filled into the bottom of the can it finds its way through the strainer D into the can body. When the operator desires to apply oil to any part of his machine or locomotive the nozzle, P, is placed in the proper position, the nozzle being held down, the latch

H is depressed with the thumb, the ball, O, and valve M are raised by the inner beveled end of the push rod, *a*, bearing under the said ball and the oil will flow to the point desired
5 and when a sufficient quantity of oil has been applied the latch H is released, the spring *c* retracting the push rod and the spring *s* retracting the ball O and closing the valve M.

10 Having described the invention, what is claimed is—

1. An oiler comprising the body A, provided with the funnel bottom, a strainer D within said body, a collar, G, a push rod —*a*— projecting into said collar G a valve M, depend-
15 ing rod N, a ball O at the lower end of said rod bearing normally on the inner end of said push rod *a* and a spring *s* adapted to normally hold said ball O and push rod *a* in contact, all substantially as specified.

20 2. In an oiler, a body portion, a strainer within said body, a spout, a valve in said spout, a push rod depending from said valve, a ball

on the lower end of said push rod, a collar secured to the upper end of the can, a spring held push-rod held in said collar bearing
25 against said ball and a thumb latch bearing against said push rod, all combined and operating substantially as specified.

3. In an oiler a spout portion K, a valve and valve seat therein, a rod N connected to said
30 valve, a ball on the lower end of said rod and a beveled push rod bearing normally on said ball in combination with retracting springs for holding said parts normally in engagement, substantially as shown and specified. 35

In testimony whereof I have hereunto signed my name, in the presence of two attesting witnesses, at Louisville, in the county of Jefferson, in the State of Kentucky, this 21st day of September, 1894.

FREDERICK E. HEINIG.

Witnesses:

FREDERICK H. GIBBS,
CHAS. E. BURKE.