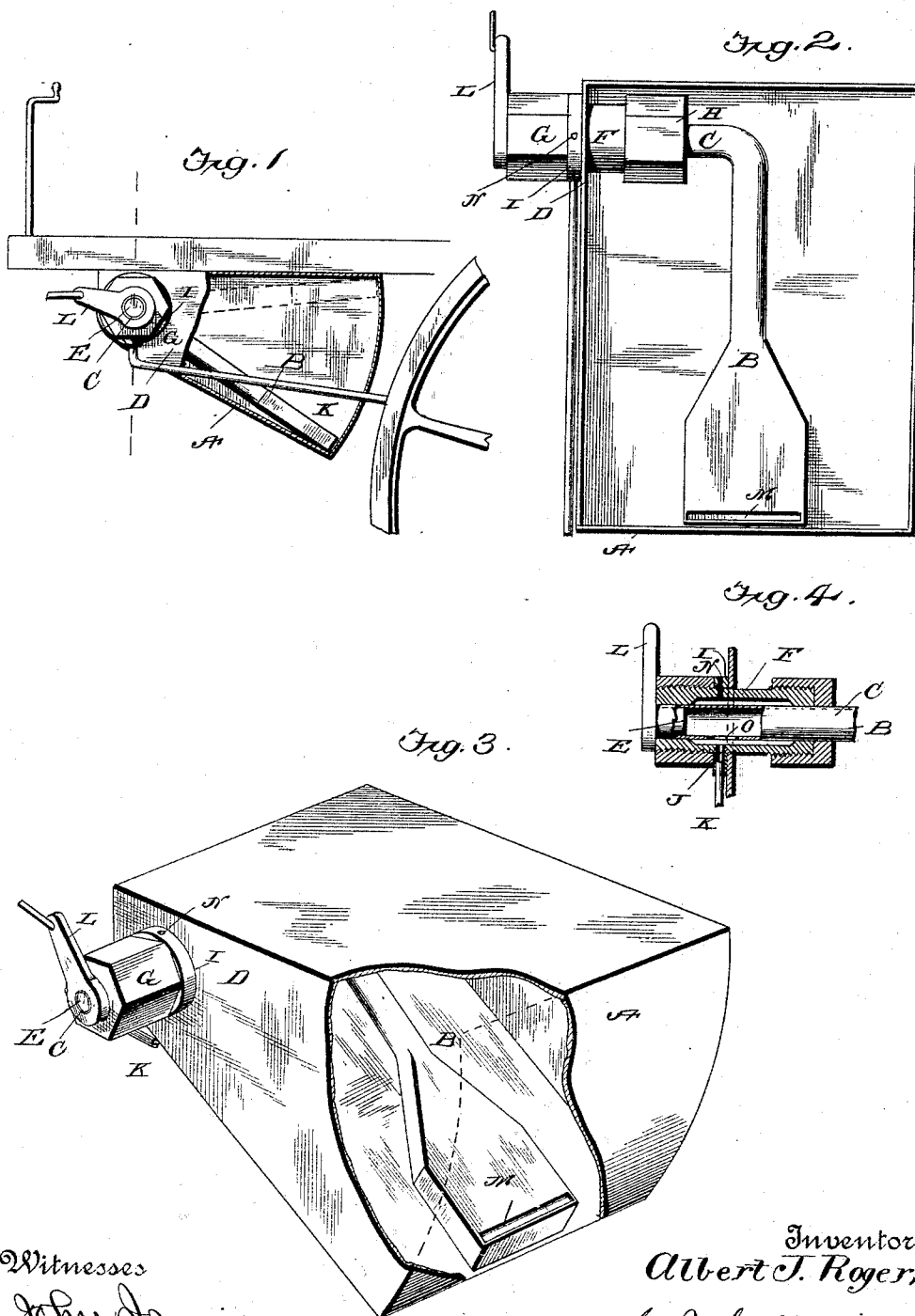


(No Model.)

A. J. ROGERS.
LUBRICATOR.

No. 497,968.

Patented May 23, 1893.



Witnesses

John D. Jamieson
Geo. J. Kincaid

Inventor
Albert J. Rogers
by John H. Biddisburn
his Attorney

UNITED STATES PATENT OFFICE.

ALBERT J. ROGERS, OF SANTA ROSA, CALIFORNIA.

LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 497,968, dated May 23, 1893.

Application filed November 26, 1892. Serial No. 453,233. (No model.)

To all whom it may concern:

Be it known that I, ALBERT J. ROGERS, of Santa Rosa, in the county of Sonoma and State of California, have invented certain new and useful Improvements in Lubricators; 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.

My invention is an improvement in lubricators, for cars designed for its simplicity and durability of construction and certainty and efficiency of operation.

Other objects and advantages of the invention will appear in the following description in which I have set forth fully the details of construction and the essential features thereof and illustrated them in the accompanying drawings in which similar letters of reference designate corresponding parts.

Figure 1 is a side longitudinal sectional elevation of my invention. Fig. 2 is a plan view of the same and Fig. 3 is a perspective view. Fig. 4 is a detail.

Reference being had to the above figures, A represents a wedged shaped box, made of metal or other suitable material, which is adapted to be partly filled with an inexpensive lubricant and to be secured to the car at a convenient place as under the seat, &c.

Pivoted to the small end of the box A is the flat dipper B the portion C of which is hollow and bent at right angles as shown in Fig. 2, whence it passes through the side D of the box A and is plugged or capped at E.

Situated about the bent portion C and passing through the side D of the box is the sleeve F the ends of which are threaded to engage with the threads on the inner surface of caps G and H one of which is situated on either side of the side D of box A their purpose being to prevent the oil from passing from the box A between the sleeve F and side D.

Secured to the outer surface of the plate D is the cylinder I which is perforated with the hole J to which is connected the discharge pipe K which conducts the lubricant to the track or wheel as desired.

To the outer end of the capped pipe C is secured the crank L by means of which the operator or attendant of the car can raise or

lower the dipper thereby having full control of the flow of oil through the pipe K.

To allow the oil in the box A to flow into the dipper B, I have supplied the opening M on its upper surface and to allow air to enter the box as the oil is conducted therefrom I have furnished the small opening or hole N.

When it is desired to lubricate the track or wheel, the operator forces the crank L down into the position shown by dotted lines in Fig. 1, thereby swinging the dipper upward, when the oil which it contains passes through the hollow portion thereof then through the openings O and J and pipe K from which it passes to the surface to be lubricated.

By the use of my invention the old manner of greasing the curves of rail-roads and the constant labor required to scrape and keep the track free from the dirt which accumulates on the thick viscous lubricant used is completely obviated.

It will be readily seen that the amount of oil conveyed to the desired place, as the dipper is raised, is equal to the capacity of the bowl of the dipper, and by this arrangement, if the crank L is accidentally forced down by a passenger the amount of oil wasted is comparatively small.

I am aware that changes in the form and proportion of parts of the device herein shown and described as an embodiment of my invention can be made without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes and alterations as fairly fall within the scope of my invention.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In an article of the class described the combination of a suitable reservoir, with a pivoted dipper in said reservoir one end of said dipper being bent at right angles and passing through the side of said reservoir a loose sleeve situated on said bent portion of said dipper, said bent portion being hollow, its walls being perforated with one or more holes and means for conducting oil from said holes to the surface to be lubricated, and a crank or arm secured to the outer end of said

bent portion of said dipper substantially as and for the purpose set forth.

2. In an article of the class described the combination of a suitable reservoir, with a
5 pivoted dipper, the neck or handle of said dipper being hollow and bent at right angles and passing through the side of said reservoir, the upper surface of said reservoir having one or more holes for the admission of
10 air, the outer end of said handle of said dipper being capped and furnished with an arm or lever by means of which one end of the dipper may be raised above the level of the

lubricant in the reservoir, one or more holes passing through the outer end of the neck of
15 said dipper, a sleeve on said neck and means for conducting oil from the neck of said ladle to the surface to be lubricated substantially as and for the purpose set forth.

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

ALBERT J. ROGERS.

Witnesses:

J. P. WOODWORTH,
W. C. KELLOGG.