

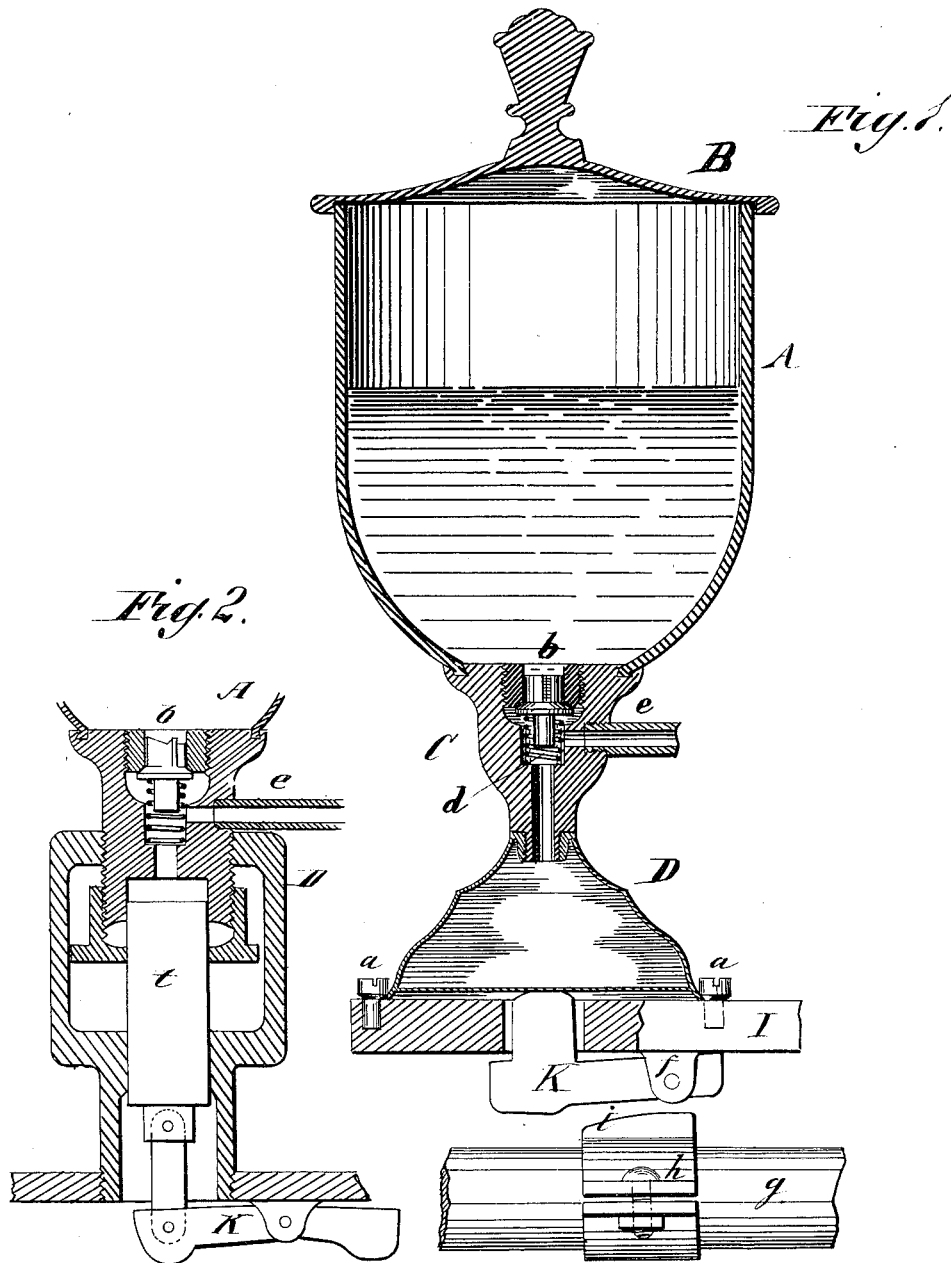
(No Model.)

W. H. REECE.

OILER.

No. 264,340.

Patented Sept. 12, 1882.



WITNESSES:

Francis McArthur,
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INVENTOR:

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UNITED STATES PATENT OFFICE.

WILLIAM H. REECE, OF SPRINGFIELD, MISSOURI.

OILER.

SPECIFICATION forming part of Letters Patent No. 264,340, dated September 12, 1882.

Application filed July 24, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. REECE, of Springfield, in the county of Green and State of Missouri, have invented a new and useful Improvement in Oilers, of which the following is a full, clear, and exact description.

My invention relates to oilers for engine-cylinders, and has the object to secure a steady and uniform supply of oil to the engine, and also to provide for the regulation of the supply according to requirements.

The invention consists in the combination, with an oil-receptacle, of a pressure-cup that is operated periodically by the engine to force a regulated supply of oil from the reservoir, as hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a sectional elevation, and Fig. 2 shows a modification.

A is the oil cup or receptacle, which may be of glass or metal.

B is the cap. C is a plug of metal or other material secured to the lower end of the cup A; and D is a closed cup of malleable metal fitted upon the lower end of the plug C, and attached by screws *a* to a stand, I, which is to be bolted to any convenient part of the engine. The plug C is apertured, so as to give communication between the cup A and the cup D, and in this aperture of the base of the cup A is fitted a valve, *b*, which is forced upward against a seat by a spiral spring, *d*.

In the side of the plug C, below the valve *b*, is connected a tube, *e*, which will be connected to the steam-pipe of the engine or otherwise for supplying the oil so that it shall pass through the steam-chest into the cylinder. This pipe *e* will be provided with a check-valve.

At the under side of the stand I is a lifter or hammer, K, pivoted upon lugs *f*, and extending through an aperture in the stand, so as to bear upon the bottom of the cup D, which bottom is made of spring metal, preferably of elliptical form.

At *g* is represented the valve-rod of the engine, upon which is bolted a piece, *h*, that is formed with a beveled lug or flange, *i*, projecting for contact with the lifter K.

In operation of the device the piece *h*, with its lug *i* moving with the valve-rod, strikes and raises the lifter K, thereby pressing upward the bottom of the cup B and forcing a certain quantity of the oil out through the plug C and pipe *e*. As the lug *i* leaves the lifter K the bottom of the cup D is forced downward by its elasticity, thereby drawing the oil from the main cup A and refilling the cup D, the valve *b* opening downward to allow this operation. The amount of oil fed at one reciprocation of the valve-rod may be regulated by adjustment of the piece *h* backward or forward.

In place of a spring-bottom oil-cup, the device shown in Fig. 2 may be used. This consists of a plunger, *t*, fitted to work in the space below valve *b* and connected to lifter K, so as to be raised by the upward movement of the lifter, and thus force the oil out at the outlet *e*.

The device is simple in construction and durable, it is readily attached to the engine, and is positive in its action. There will be no liability of the oil becoming heated while in the cup, and, to prevent any possibility of heating, the check-valve should be placed so as to keep the steam as far as possible from the cup A.

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

1. In an engine-cylinder oiler, the oil-cup D, having an elastic bottom raised immediately by power from the engine and adapted to force out the lubricant at an outlet, as described.

2. The combination of the spring-bottom oil-cup D with the oil-cup A, plug C, and valve *b*, substantially as shown and described.

3. The combination of the lifter K, the oil-cup D, and oil-receptacle A, substantially as shown and described.

4. In oilers, the plug C, centrally apertured, having lateral outlet *e*, and provided with the spring-valve *b* to adapt it to be used between oil-cups A D, as described.

W. H. REECE.

Witnesses:

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