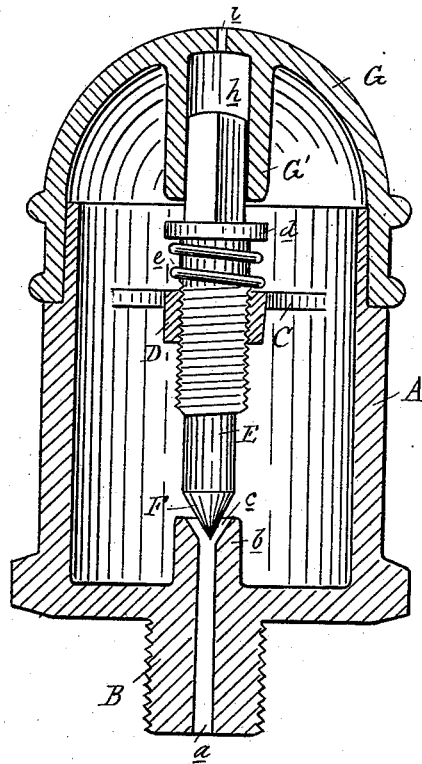


(No Model.)

T. J. HART.
LUBRICATOR.

No. 304,999.

Patented Sept. 9, 1884.



Attest
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Notary Public

Inventor
Thomas J. Hart
By W. S. Sprague Atty.

UNITED STATES PATENT OFFICE.

THOMAS J. HART, OF DETROIT, MICHIGAN.

LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 304,999, dated September 9, 1884.

Application filed July 9, 1884. (No model.)

To all whom it may concern:

Be it known that I, THOMAS J. HART, of Detroit, in the county of Wayne and State of Michigan, have invented new and useful Improvements in Lubricators; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which forms a part of this specification.

This invention relates to certain new and useful improvements in the construction and operation of that class of oil-cups or lubricators especially designed for use on locomotive-slides and other similar devices, whereby the opening and closing the valve which regulates the outflow of the oil is facilitated, and can be done without the necessity of removing the cap. In the oil-cups now employed for this purpose generally the cap must be removed in order to shut off the outflow, and this must be done every time the engine ceases running and is left standing inert for any considerable length of time to prevent waste.

The invention consists in so constructing the cup that a partial rotation of the cap will open or close the valve, and in the construction and combination of the parts, as more fully hereinafter described.

In the accompanying drawing, which forms a part of this specification, A represents a metallic vessel or cup, having a plug, B, cast integral therewith, by means of which and the thread thereon the device is secured to the slide to be oiled. An orifice through this plug communicates with the orifice *a* in the lug *b*, which projects above the bottom of the cup and terminates in a flaring valve-seat, *c*.

C is a spider cast in and across the cup, and in its center it is provided with a central and internally-threaded hub, D, to engage with the externally-threaded valve-stem E, the lower end of which forms the valve F. This stem is provided with a collar, *d*, between which and

the spider there is interposed the resistance-spring *e*, and the top end of the stem is squared to facilitate its being rotated.

G is a cap adapted to tightly fit the cup without being threaded, as it is secured in place by frictional contact, as shown. A plug, G', with a rectangular recess, *h*, to fit the upper end of the stem, is cast centrally and integral with said cap, and through the top of the cap there is formed a small vent, *i*. It will be seen that by this construction, the parts being in place and the outflow of the oil being secured by the opening of the valve, a slight rotary or partially-rotating movement being given to the cap will close the valve, while a reverse movement will open the same when a flow of oil is required.

What I claim as my invention is—

1. An oil-cup having an outlet controlled by a valve, a cap for said cup normally held thereon in the same relative plane, and provided with means to engage with the valve-stem, by which engagement and a partial rotation of such cap the valve is opened or closed, substantially as described.

2. In an oil-cup, the combination of the valve-stem with a socket or recess in the cap to engage said stem and permit a vertical movement of the same within said recess, substantially as and for the purposes specified.

3. The cup, constructed as described, having a spider which has a central hub engaging with a threaded valve-stem, an outlet controlled by the valve at the lower end of said stem, and a vent in the top of the cap, in combination with a cap having a socket which engages with the upper end of the valve-stem, substantially as set forth.

THOS. J. HART.

Witnesses:

H. S. SPRAGUE,
CHARLES J. HUNT.