

(No Model.)

T. C. CHALK.
Oiler.

No. 234,959.

Patented Nov. 30, 1880.

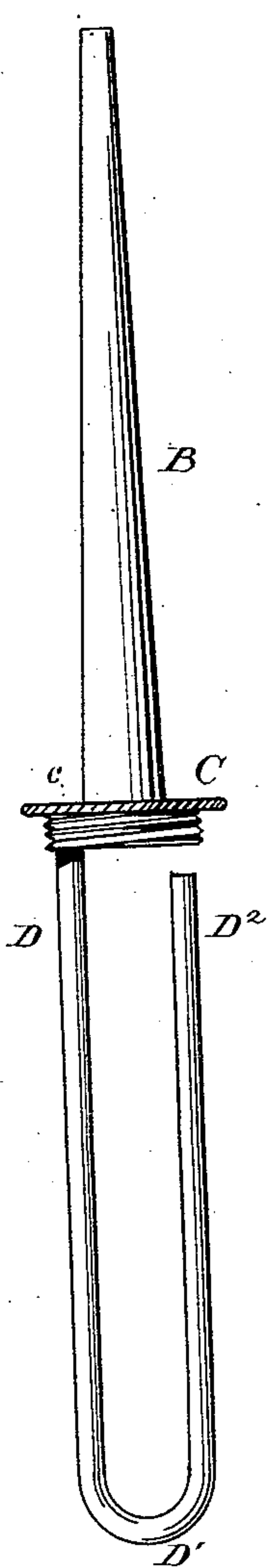


Fig. 2.

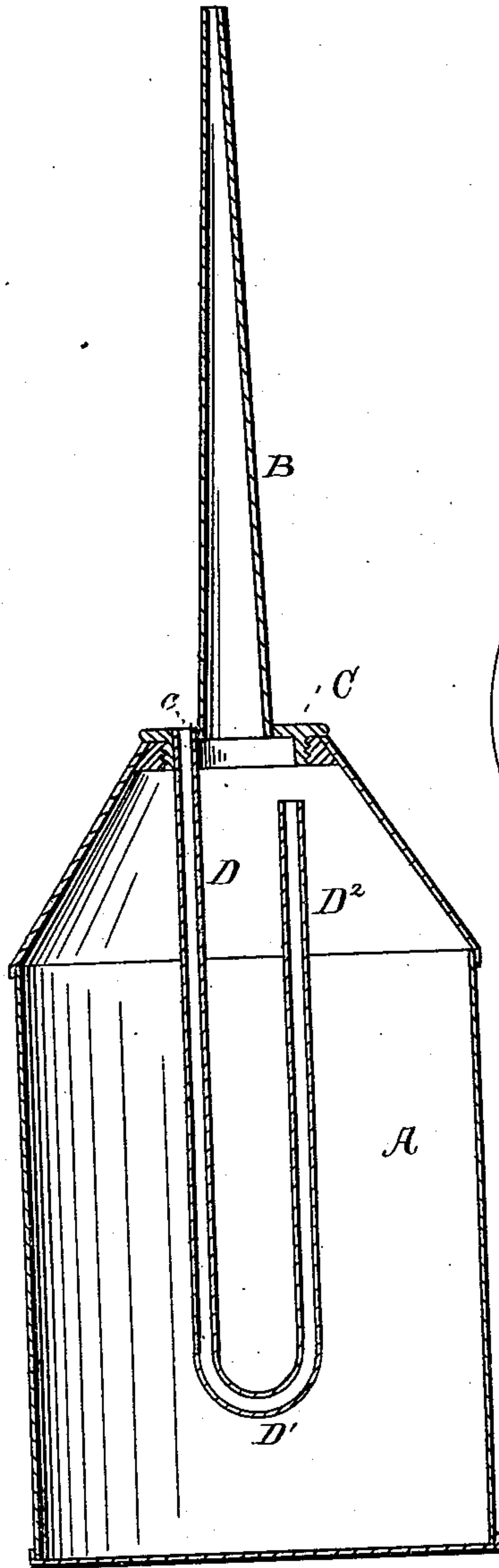


Fig. 1

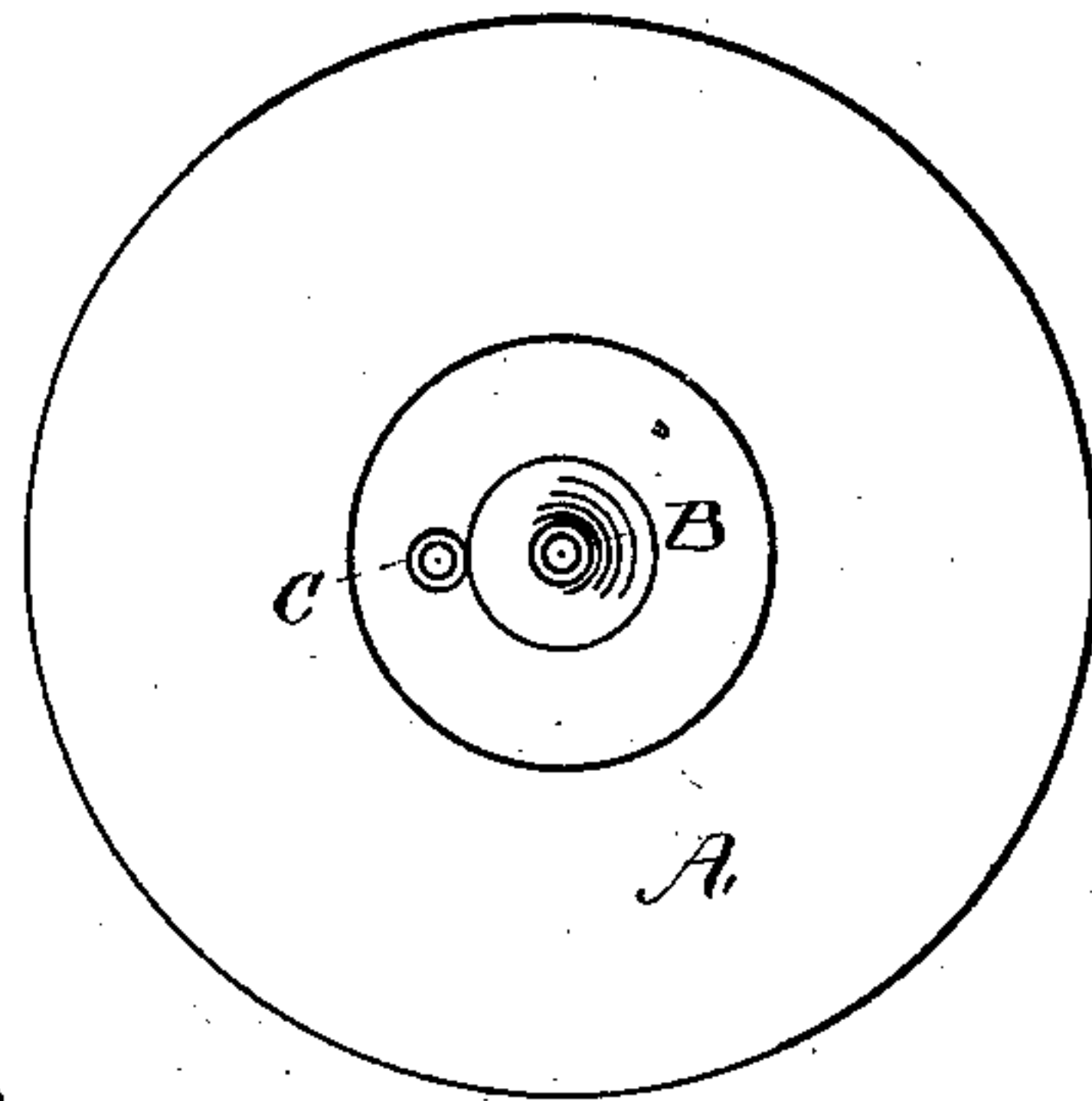


Fig. 3.

WITNESSES

Horace A. Follett
Horace C. Lawton

INVENTOR

Timothy C. Chalk

UNITED STATES PATENT OFFICE.

TIMOTHY C. CHALK, OF VALLEY FALLS, RHODE ISLAND.

OILER.

SPECIFICATION forming part of Letters Patent No. 234,959, dated November 30, 1880.

Application filed March 18, 1880. (No model.)

To all whom it may concern:

Be it known that I, TIMOTHY C. CHALK, of Valley Falls, in the county of Providence and State of Rhode Island, have invented a new and useful Oiler, of which the following is a specification.

My invention relates to that class of oilers which are provided with inlet air-vents; and it consists in connecting to the screw-cap of the oiler a U-shaped tube, one arm of which passes entirely through the tube and is open to the external air, while the other arm is cut off inside of the body of the oiler at a point near the top, so that air can flow into the interior of the can, and thus allow the free outward flow of the oil.

By having this U-shaped tube attached to the cap of the oiler it can be easily removed and cleansed.

In the drawings, Figure 1 is a vertical section of the entire oiler. Fig. 2 is an elevation of the delivery-tube, the screw-cap, and the U-shaped vent-tube. Fig. 3 is a plan of the oiler.

A is the body of the oiler, made in any desired size or form and of any suitable material. Into the top of the body A, I insert the screw-cap C, and I attach to this cap C the delivery-tube B and the inlet air-vent tube D D' D². (See Figs. 1 and 2.) This tube D D' D² passes through the screw-cap C and has an opening into the external air at c. The other end, D², of this tube opens into the interior of the can near the top, as shown in Fig. 1. The object of this tube D D' D² is to admit air to the can, so as to allow the oil to freely flow. With this arrangement the oil will never flow from the vent-hole c, as the gravity of the fluid within the tube B would overcome that of the fluid that might be in the tube D D' D², and thus prevent any of it from coming out at the orifice.

I am aware that oilers have been provided with an air-vent tube attached at one or both ends to a collar inserted in the neck of the oil-receptacle, said collar being screw-threaded and having the delivery-tube removably secured thereto; further, that oilers have been

provided with an air-vent attachment consisting of a tube attached at one end to the collar of the delivery-tube, said tube communicating at its lower end with a conical-shaped receptacle, the upper and contracted exit of which is located near the top of the oil-receptacle, and hence I would have it understood that I make no claim to such forms of construction.

In the type of oilers first mentioned the construction is complex and costly, and also the air-vent is rendered difficult in cleansing. In the latter form of construction the irregular-shaped air-vent attachment is difficult to cleanse. The sediment in the oil is liable to settle within the conical-shaped air-conduit, and is rendered difficult in its removal therefrom; and, further, the oil will escape from the air-inlet opening unless the delivery-tube be made disproportionately large, because it is necessary that the gravity of oil in the delivery-tube shall exceed the gravity of oil in the air-vent attachment to prevent the escape of oil from the air-inlet.

My invention consists simply in the combination, with the screw-cap to which the delivery-tube is attached, of a U-shaped tube secured at one end to said screw-cap, and communicating with the outer air, said tube extending nearly to the bottom of the oil-receptacle, and the other end extending upwardly nearly to the screw-cap, the U-shaped tube being of smaller capacity than that of the delivery-tube.

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

The combination, with an oil-receptacle and a screw-cap having the delivery-tube permanently attached thereto, of a U-shaped air-vent pipe attached at one end to said screw-cap and communicating with the outer air, the other end of the vent-pipe being located in close proximity to the screw-cap, the capacity of the vent-tube being less than that of the delivery-tube, substantially as set forth.

TIMOTHY C. CHALK.

Witnesses:

HORACE A. FOLLETT,
HORACE C. LAWTON.