

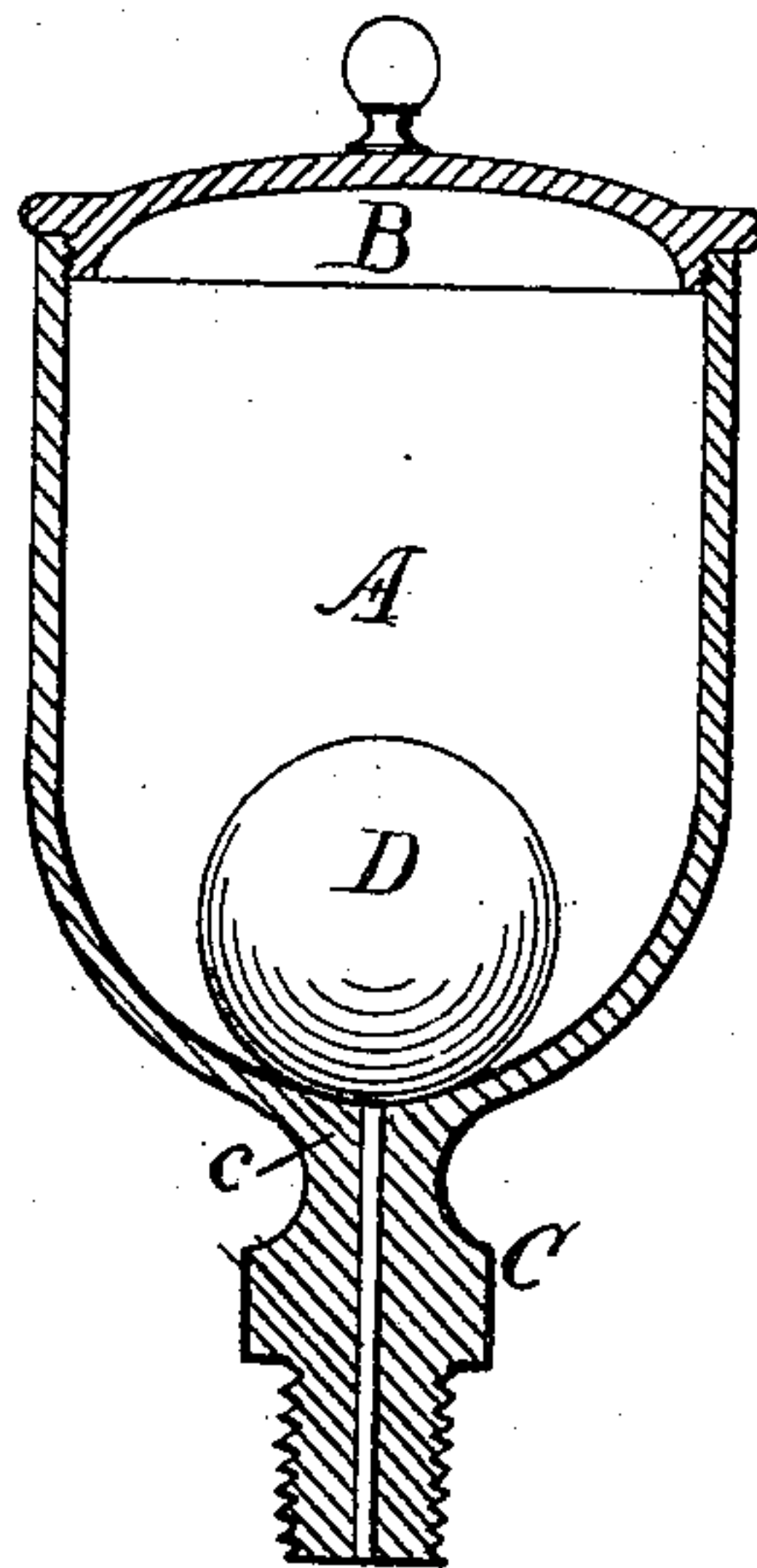
(No Model.)

C. J. PINKNEY.

OIL CUP.

No. 267,584.

Patented Nov. 14, 1882.



*Witness,*

*M. B. Norton.*

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*Inventor,*

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*By Geo. W. Tibbitts Atty.*

# UNITED STATES PATENT OFFICE.

CHARLES J. PINKNEY, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-HALF TO  
THOMAS PINKNEY, OF SAME PLACE.

## OIL-CUP.

SPECIFICATION forming part of Letters Patent No. 267,584, dated November 14, 1882.

Application filed March 29, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES J. PINKNEY, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful  
5 Improvement in Oil-Cups, of which the following is a specification.

The nature and objects of this improvement will fully appear from the subjoined description, when considered in connection with the  
10 accompanying drawing, in which the figure is a vertical section.

This improvement consists in making a seat in the bottom of the cup over and leading into the discharge-opening in the supporting-stem,  
15 and employing a ball-valve for closing the same.

A is the bowl or body of the oil-cup, and is provided with a suitable cap or cover, B, and a neck or stem, C, by which it may be attached  
20 to the parts which it is intended to lubricate, the neck C having a vertical central opening, *c*. The junction of the said opening *c* with the bottom of the interior of the cup forms the valve-seat. The valve consists of a ball,  
25 D, which lies over the said opening *c*, and serves as a cut-off to the opening and prevents the passage of oil while the cup is at rest. The ball may be made of any suitable heavy material, preferably of glass.

30 The operation of this device is as follows: By the jarring of the ball, which is caused by the movements of the machinery to which the cup may be attached, the opening *c* is sufficiently uncovered to allow of the escape of  
35 small quantities of oil, sufficient for lubricating purposes.

This oil-cup is especially designed for lubri-

cating the slides of locomotive-engines, the jarring of the ball by the movements of the locomotive being quite sufficient to allow the  
40 cup to discharge the required quantity of oil without waste. It is an economical oiler, for when the machinery is at rest there is no discharge of oil. It is not intended for lubricating cranks, cams, or connecting-rods, as the  
45 motions would be too great; but it is useful for all stationary slides, journals, and shafting, as the simple jarring of the ball caused by shaking or by the suction of the revolving journal allows the necessary supply of oil to  
50 escape for lubrication.

I am aware that it is not new to make an oil-cup with an inner chamber having a rounded bottom and containing a ball which closes the feed-opening in the apex of the bottom;  
55 and that I do not claim. My device, however, differs from that, in that I dispense with the inner chamber and make the oil-cup proper with a rounded bottom. Therefore

What I claim as new is—

60 As a new article of manufacture, an oil-cup having an inner rounded base, which forms the bottom of the cup proper, a stem formed integral therewith and provided with a feed-tube terminating at the apex of the inner rounded  
65 bottom, and a ball-valve contained within the cup, and having the inner rounded base for a seat, and closing the feed-opening when the cup is at rest.

CHAS. J. PINKNEY.

Witnesses:

GEO. W. TIBBITTS,  
E. W. LAIRD.