

(No Model.)

C. E. COLLINS.

LUBRICATOR.

No. 291,154.

Patented Jan. 1, 1884.

Fig. 1

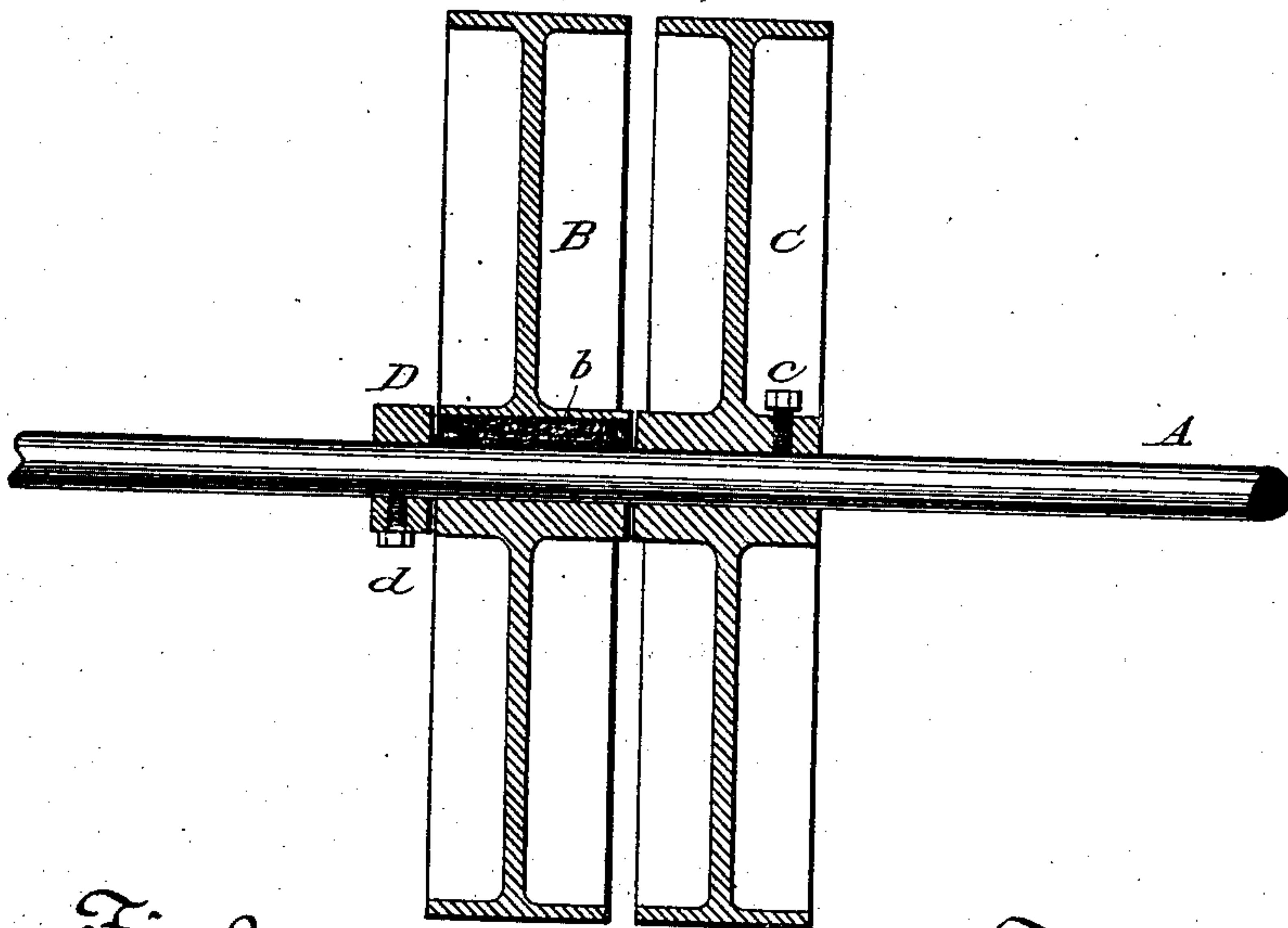


Fig. 2

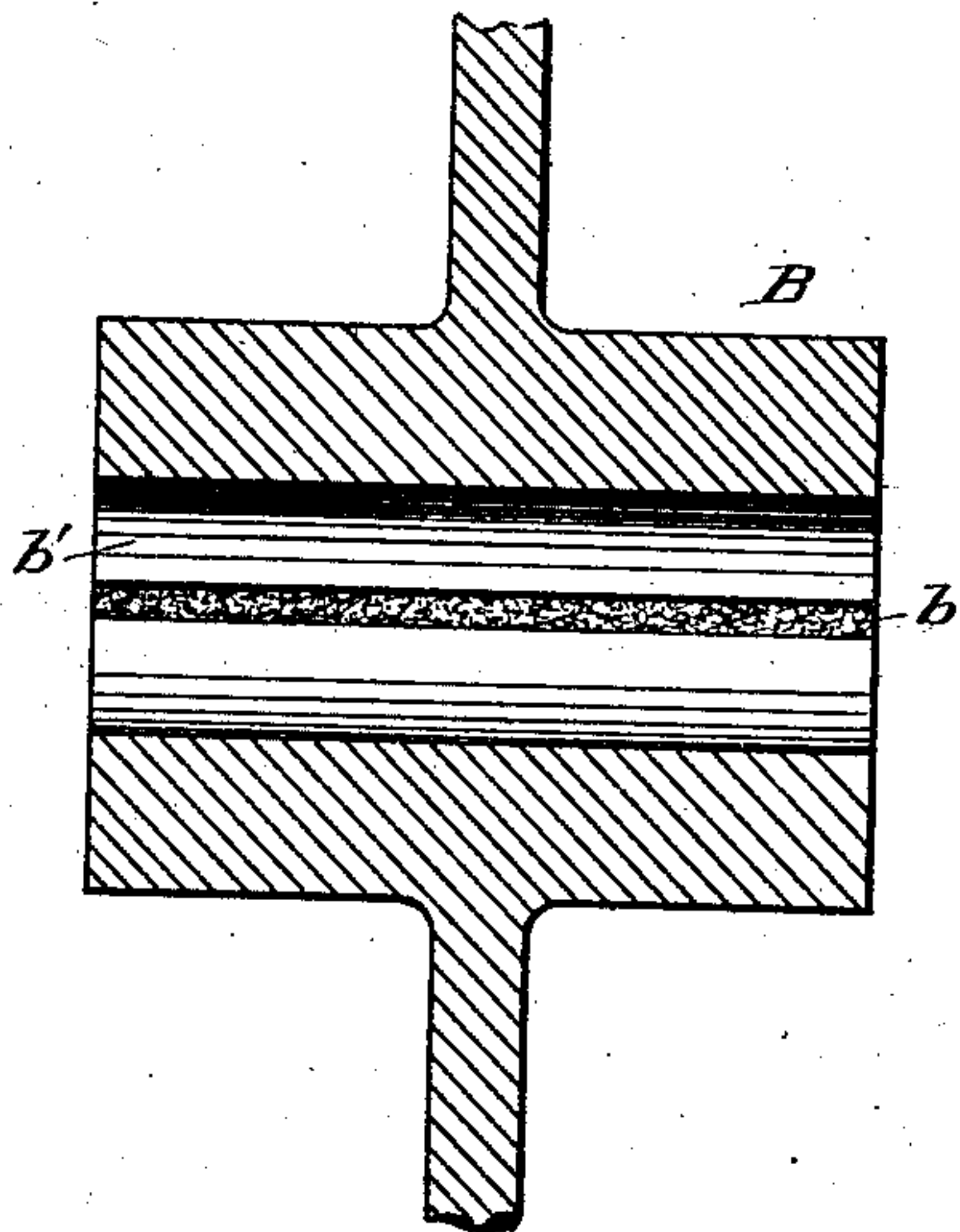
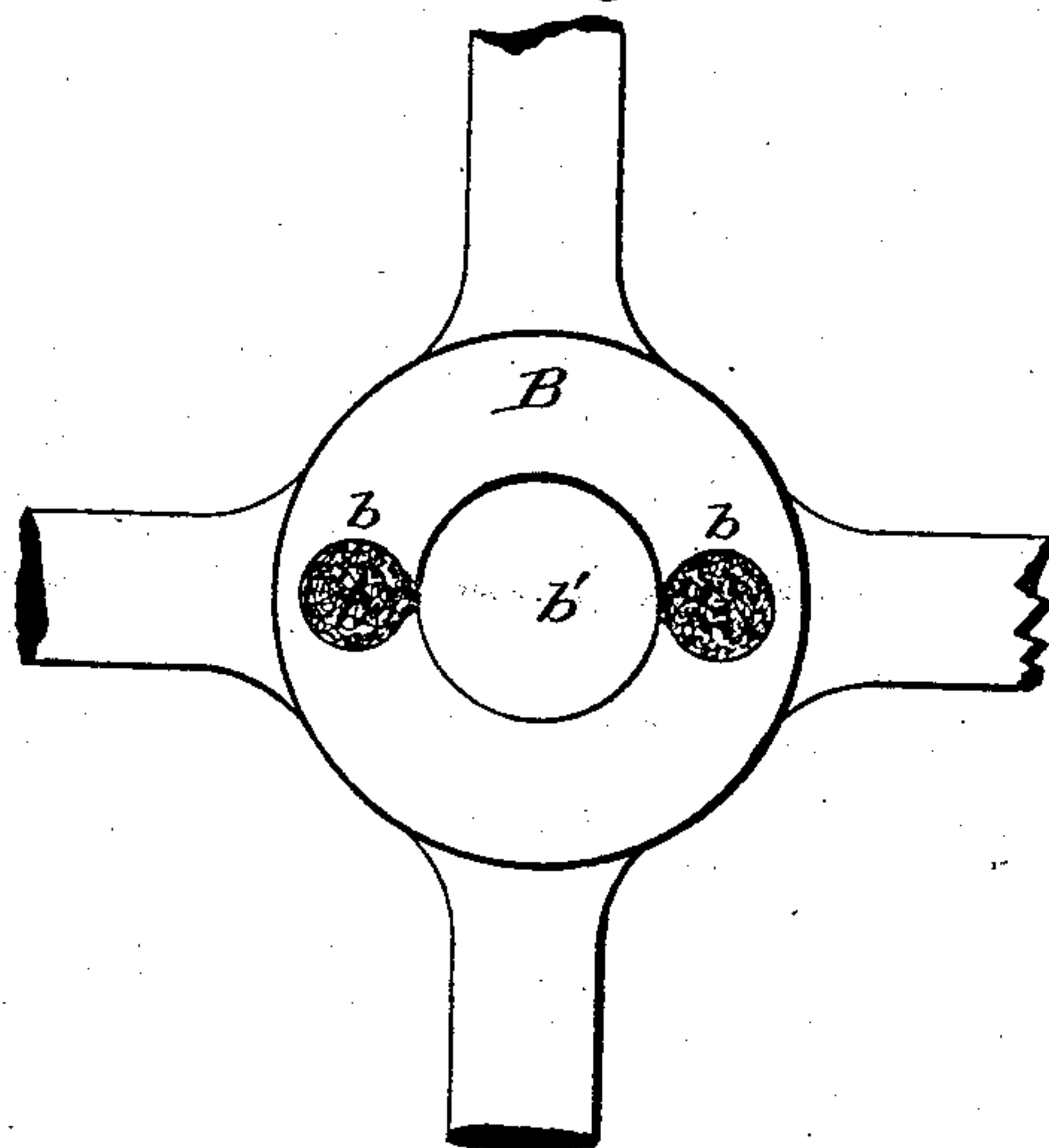


Fig. 3



Witnesses

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CHARLES E. COLLINS, OF BALTIMORE, MARYLAND.

LUBRICATOR.

SPECIFICATION forming part of Letters Patent No. 291,154, dated January 1, 1884.

Application filed November 24, 1883. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. COLLINS, a resident of Baltimore city, Maryland, have invented certain new and useful Improvements in Lubricators, of which the following is a specification, reference being had to the accompanying drawings, forming part hereof, in which—

Figure 1 is a vertical section of a fast and loose pulley, the shaft being shown in elevation. Fig. 2 is a section through the loose pulley on a plane at right angles to that of Fig. 1. Fig. 3 is an end elevation of the loose pulley removed, the rim being broken away.

Like letters of reference indicate the same parts in all the figures.

My invention relates to lubricators; and it consists in the construction, arrangement, and combination of parts, which will be first fully described, and then specifically pointed out in the claim.

Referring to the drawings by letter, A is a shaft, upon which is loosely mounted a pulley, B. A pulley, C, is also mounted thereon, and secured to the shaft rigidly by any well-known means, as by a set-screw, *c*. Upon the shaft on the side of the loose pulley, opposite to the fast pulley, is a collar, D, secured to the shaft by any desirable means, as by a set-screw, *d*. The hub of the loose pulley B is bored longitudinally on each side of the central bore thereof, from end to end, forming perforations *b*, one side of each or either of which opens into the central bore, as at *b'*, so that when waste saturated with oil or grease, or any other suitable lubricating material is placed in the perforations *b*, such material will bear against the shaft and keep it continually lubricated. The

hub of the fast pulley bears against one end of these openings, while the collar D bears against the other end, thus effectually closing such ends and preventing any waste or loss. The perforations are made on opposite sides of the hub, to properly balance it and prevent any irregularity of running or wear.

In mounting the pulleys, the fast pulley is secured in position on the shaft by set-screw *c*, the loose pulley placed alongside of it on the shaft, the perforations *b* filled with the lubricating material, and the collar placed against the opposite side of the loose pulley, closing the ends of the perforations *b*, and is there secured in position.

In some positions the collar might be dispensed with, the bracket in which the shaft is journaled or the bearings of the shaft serving the same purpose.

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

In combination, the shaft A, the loose pulley B, mounted thereon, and having perforations *b*, communicating with the central bore, the fast pulley secured to the shaft and adjoining the loose pulley, and the collar D, secured to the shaft on the other side of the loose pulley, all as and for the purpose set forth.

Witness my hand this 20th day of November, A. D. 1883.

CHARLES E. COLLINS.

Witnesses:

S. BRASHEARS,
J. MASON GOSZLER,
FELIX R. SULLIVAN.