

(No Model.)

J. PARKINSON.  
SELF OILER FOR STEAM ENGINES.

No. 315,059.

Patented Apr. 7, 1885.

Fig. 1

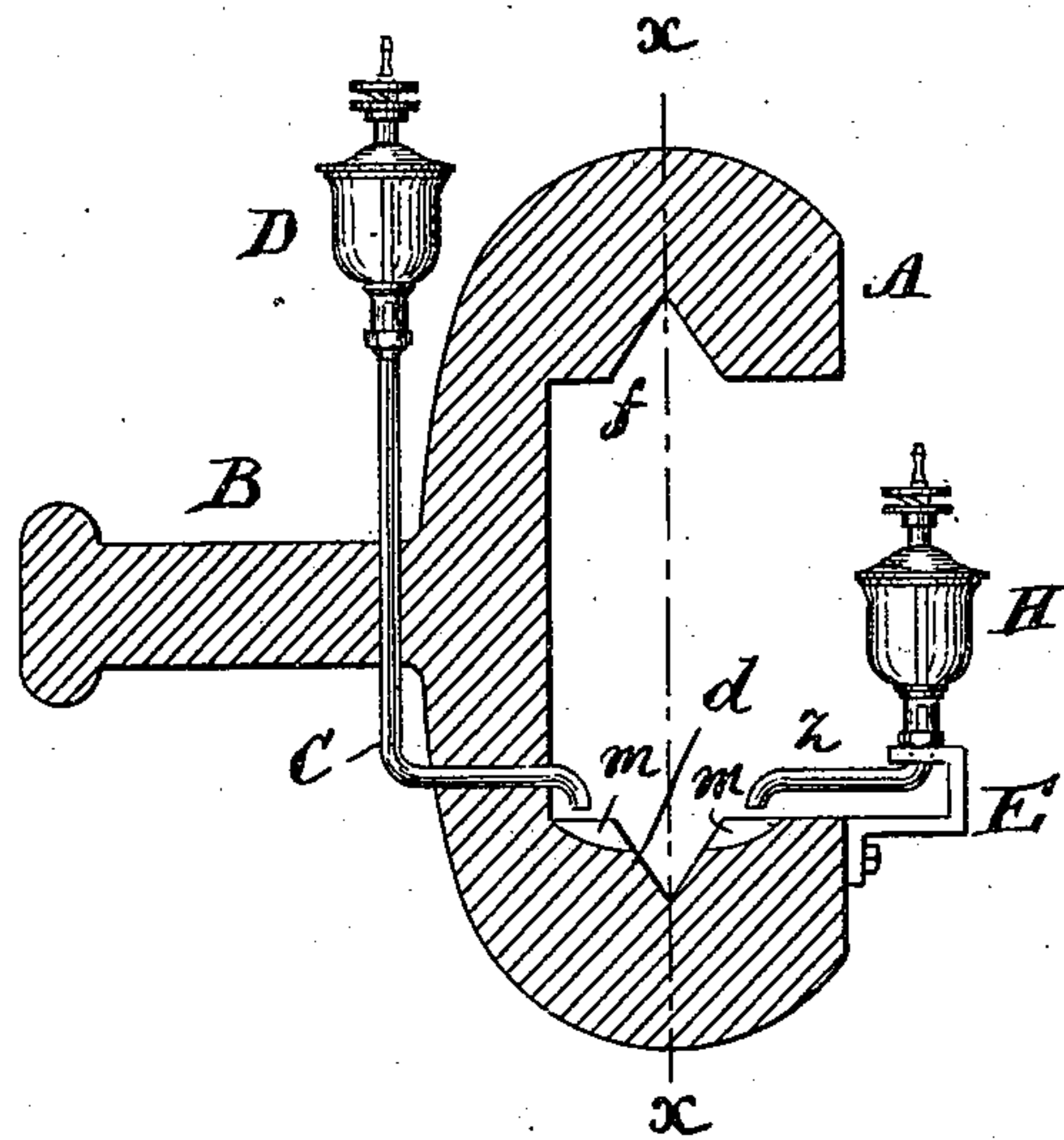
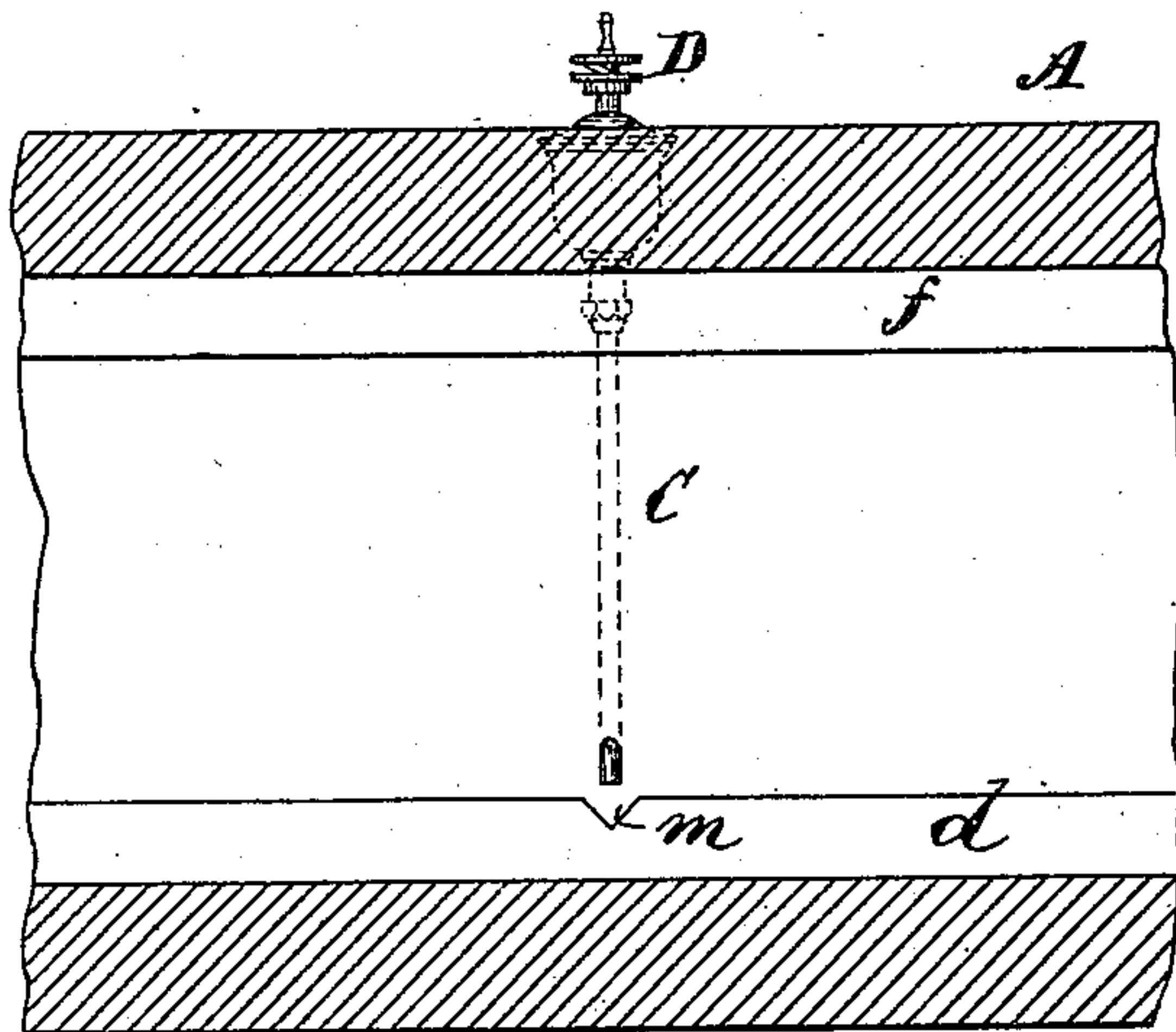


Fig. 2



Witnesses.

E. Blanka.  
L. J. White

Inventor.

James Parkinson,  
Per C. C. Shaw,  
Attorney.

# UNITED STATES PATENT OFFICE.

JAMES PARKINSON, OF WALTHAM, MASSACHUSETTS.

## SELF-OILER FOR STEAM-ENGINES.

SPECIFICATION forming part of Letters Patent No. 315,059, dated April 7, 1885.

Application filed February 24, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES PARKINSON, of Waltham, in the county of Middlesex, State of Massachusetts, have invented a certain new and useful Improvement in Self-Oilers for Steam-Engines, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical transverse section of a portion of the frame or slides of the engine, showing the oilers in position for use; and Fig. 2, a vertical longitudinal section of the same, taken on the dotted line *xx* in Fig. 1.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates exclusively to means for oiling the lower slide for the cross-head of the engine; and it consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, by which a more effective and otherwise desirable device of this character is produced than is now in ordinary use.

In nearly all engines having cross-head slides which are not arranged vertically, or where one slide is superposed, the upper slide is usually lubricated by means of a self-feeding oil-cup mounted on the frame-work or some fixed portion of the engine and connected with said slide by a conduit or tube. The lower slide is, however, usually oiled by means of a portable oil-can held in the hand, and on account of the peculiar construction of the parts, the difficulty of reaching them readily, and the carelessness of workmen, a great waste of oil frequently occurs in lubricating this portion of the engine. My improvement is designed to obviate this difficulty and objection, and to that end I make use of means which will be readily understood by all conversant with such matters from the following explanation, the extreme simplicity of the invention rendering an elaborate description unnecessary.

In the drawings, A represents the frame of the engine, and B a strengthening-flange thereon. The frame is grooved longitudinally, as shown at *f d*, to form ways or slides for the cross-head. (Not shown.) The lower slide, *d*, is provided at either side with a notch or groove, *m*.

A tube or conduit, C, provided at its upper end with a self-feeding oil-cup, D, passes through the flange B and body of the frame A, and is adapted to discharge oil into one of the grooves *m*. Disposed in a bracket, E, at the opposite side of the frame there is a corresponding self-feeding oil-cup, H, provided with a tube, *z*, adapted to discharge oil into the other of said grooves *m*.

In the use of my improvement, it will be obvious that the oil passing through the tubes C *z* will fall into the grooves *m*, and be conducted thence into the lower slide, *d*, which may be thus lubricated without wasting the oil, in the usual manner.

I do not confine myself to the use of two cups for oiling the lower slide, although I deem two preferable. Neither do I confine myself to passing the tube C of the cup D through the flange B, to support the same, as it may be supported by other suitable means, or arranged differently; nor to supporting the cup H in the bracket E; nor to the use of any special form of oil-cup, as any suitable cup may be employed.

Having thus explained my invention, what I claim is—

1. In a device for oiling the lower slide for the cross-head of a steam-engine, the oil-cup D, provided with the tube or conduit C, in combination with the frame A, having the longitudinal groove or slide *d* and notch or transverse groove *m*, substantially as described.

2. In a device for oiling the lower slide for the cross-head of a steam-engine, the oil-cup H, provided with the tube *z*, in combination with the frame A, having the longitudinal groove *d* and notch or transverse groove *m*, substantially as set forth.

3. The frame A, having the slide or longitudinal groove *d* and notch or groove *m*, said frame being provided with the bracket E, for supporting the oil-cup H, substantially as described.

4. In a device for oiling the lower slide for the cross-head of a steam-engine, the oil-cups H D and tubes C *z*, in combination with the frame W, having the groove *d m m*, and bracket E, constructed and arranged to operate substantially as set forth.

JAMES PARKINSON.

Witnesses:

CHARLES F. STONE,  
ARTHUR E. TRAVIS.