

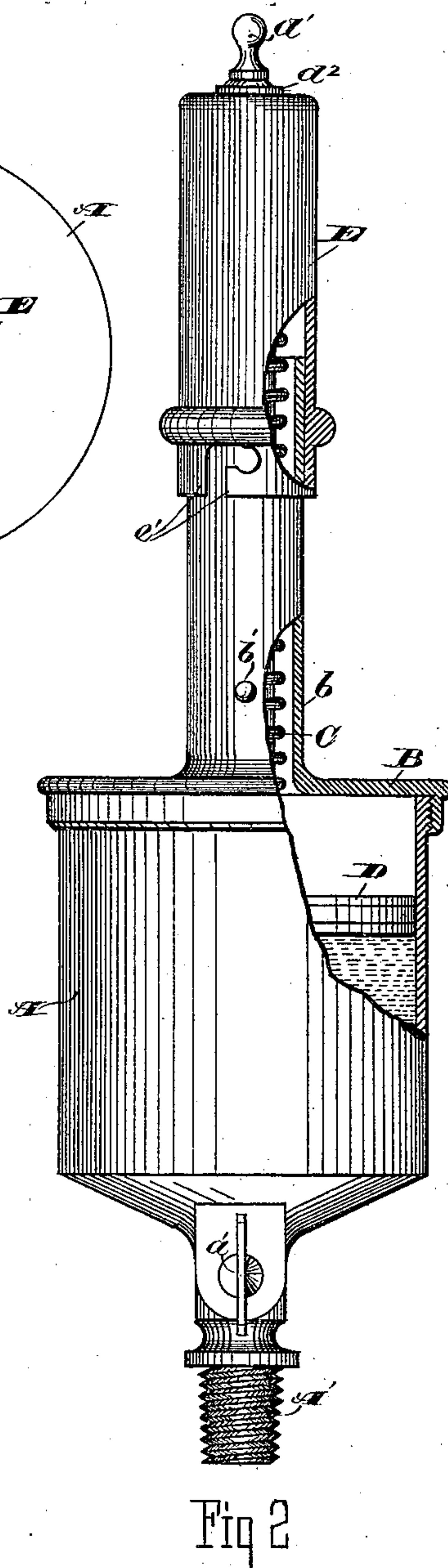
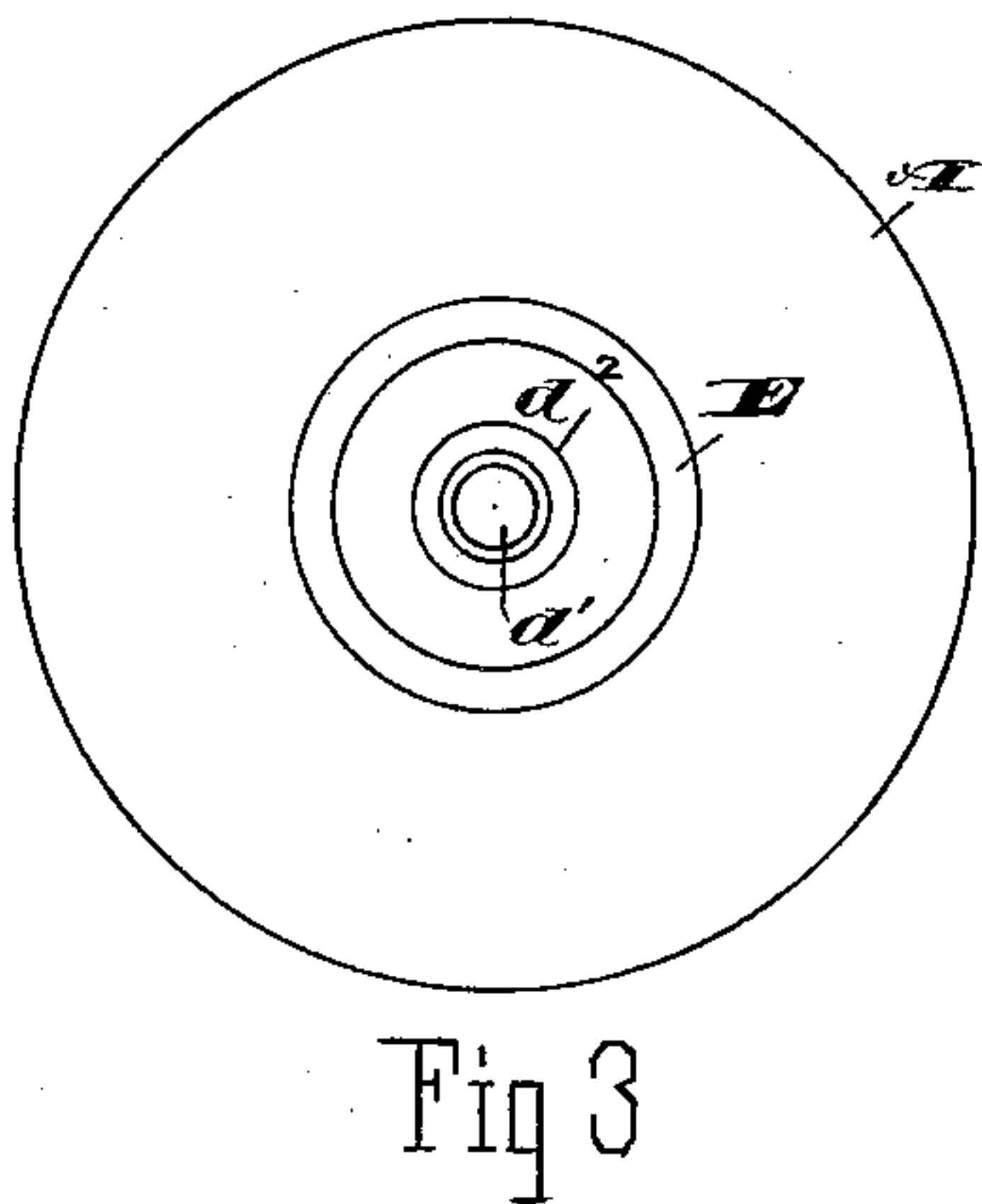
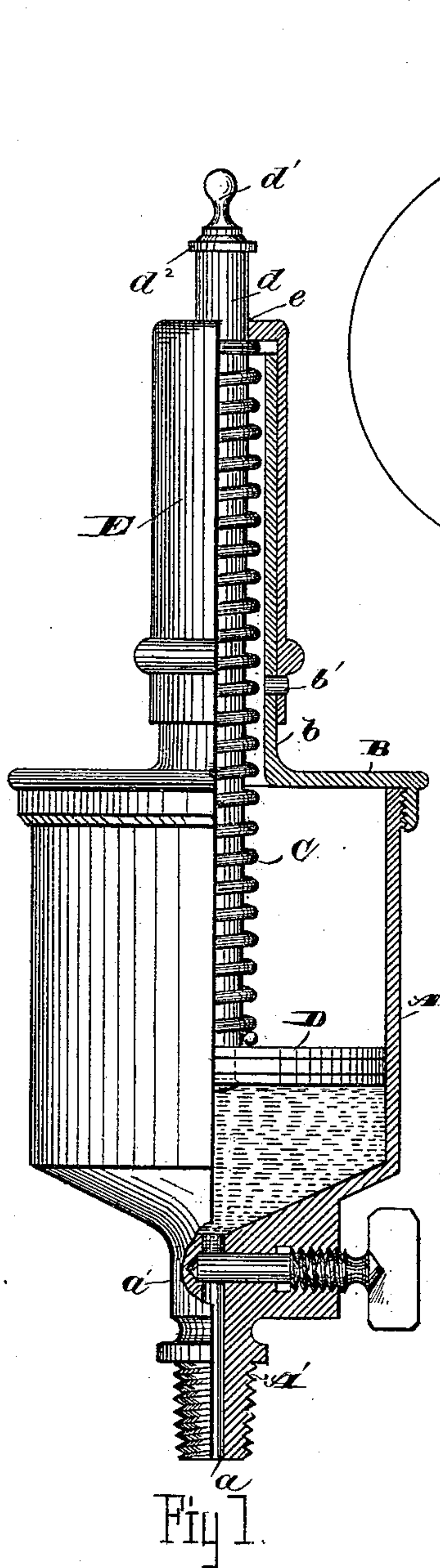
(No Model.)

H. B. KINGSLEY.

OIL CUP.

No. 336,325.

Patented Feb. 16, 1886.



ATTEST.

*Wm M Monroe*  
*Geo. W. King*

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# UNITED STATES PATENT OFFICE.

HERBERT B. KINGSLEY, OF CLEVELAND, OHIO.

## OIL-CUP.

SPECIFICATION forming part of Letters Patent No. 336,325, dated February 16, 1886.

Application filed December 3, 1885. Serial No. 184,589. (No model.)

*To all whom it may concern:*

Be it known that I, HERBERT B. KINGSLEY, of Cleveland, in the county of Cuyahoga, and State of Ohio, have invented certain new and useful Improvements in Oil-Cups; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to improvements in oil-cups; and it consists in certain features of construction and in combination of parts, hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figures 1 and 2 are elevations, partly in section, taken at right angles to each other, the former showing the relation of parts with the piston depressed to near the end of its downstroke, the latter showing the relation of parts with the piston in a more elevated position and the spring distended. Fig. 3 is a top plan view.

A represents the body of the oil-cup, provided in the usual manner with the screw-threaded shank A' for attachment. A small bore, *a*, leads through the shank and opens into the cup for the discharge of oil, and a valve, *a'*, is provided to regulate the discharge. The upper end of the cup is screw-threaded for attaching the cover B, the latter being integral or having attached thereto the hollow cylindrical hub *b*. This hub is open-ended and of considerable length, and forms a guide or casing for the spiral spring C, the latter being arranged around the rod *d* of the piston D. Outside the hub *b* is the sleeve E, arranged to slide on the hub. The sleeve at the top has an internal flange, *e*, the bore of the flange fitting the rod *d*. The sleeve has a hook-slot, *e'*, and the hub has a laterally-projecting lug or pin, *b'*, for engaging the hook-slot, by which arrangement the sleeve is held in its depressed position. The rod *d* has a knob or handle, *d'*, the latter having a flange, *d''*, that, by abutting the flange *e*, limits the upward movement of the sleeve on the rod. The spring C, at the lower end, rests on the piston and at the upper end abuts the flange *e*.

The operation of the device is as follows: When the cup needs refilling, the sleeve is turned so as to relieve it from the pin *b'*, the cover is unscrewed and lifted off by means of

the knob *d'*, by which operation the piston is drawn out of the oil-cup. When the cup is replenished with oil, the parts are returned and the cover screwed on, the piston resting on the oil, as shown in Fig. 2. Next the sleeve is drawn down and hooked on the pin *b'*. The depression of the sleeve compresses the spring, so that the latter forces down the piston and forces out the oil through the opening *a*, the discharge of the oil being, as aforesaid, regulated by the valve *a'*.

The spring C is of sufficient length and tension to force the piston to the bottom of the cylindrical bore of the cup, which point is reached by the piston just as the flange *d''* strikes the top of the sleeve. When the sleeve is first depressed after filling the cup, the rod extends some distance above the sleeve, more or less, according to the amount of oil in the cup. The downward movement of the rod *d* faster or slower will indicate the displacement or feed of oil from the cup, and the proximity of the flange *d''* to the top of the sleeve will indicate the amount of oil remaining in the cup and give timely notice when the cup needs refilling.

What I claim is—

1. The combination, with an oil-cup, a piston and piston-rod, the latter extending out through the cover of the cup, of a cover having an outwardly-projecting hollow hub, a sleeve arranged to slide on the hub, and means for securing the sleeve in its depressed position, said sleeve having an internal flange or reduced bore at the outer end, a spring arranged around the piston-rod and abutting the piston and flange of the sleeve, the parts being arranged substantially as set forth.

2. In an oil-cup, the combination, with a spring-actuated piston, of a cover having a hub and sleeve arranged to slide the one on the other for compressing the spring, and a valve for controlling the discharge of oil from the cup, the parts being arranged substantially as set forth.

3. In an oil-cup, the combination, with a cover, hub, and longitudinally-movable sleeve, arranged substantially as indicated, of a piston operating in the cup, the piston-rod extending out through the hub and sleeve, the parts being arranged substantially as described, whereby the displacement of oil from

the cup is indicated by the movement of the piston-rod, as seen from the outside of the cup.

4. In an oil-cup, the combination, with the piston, spring, cover, hub, and the longitudi-  
5 nally-movable sleeve, arranged substantially as described, of a piston-rod extending out through the hub and sleeve, said rod having an enlarged part or flange for engaging the outer end of the sleeve, the parts being ar-  
10 ranged substantially as indicated, whereby the

proximity of the enlarged part of the rod to the end of the sleeve indicates the quantity of oil remaining in the cup.

In testimony whereof I sign this specification, in the presence of two witnesses, this 7th 15 day of November, 1885.

HERBERT B. KINGSLEY.

Witnesses:

ALBERT E. LYNCH,  
CHAS. H. DORER.