

No. 607,456.

Patented July 19, 1898.

O. POUND.
OIL CUP.

(Application filed June 30, 1897.)

(No Model.)

Fig. 1.

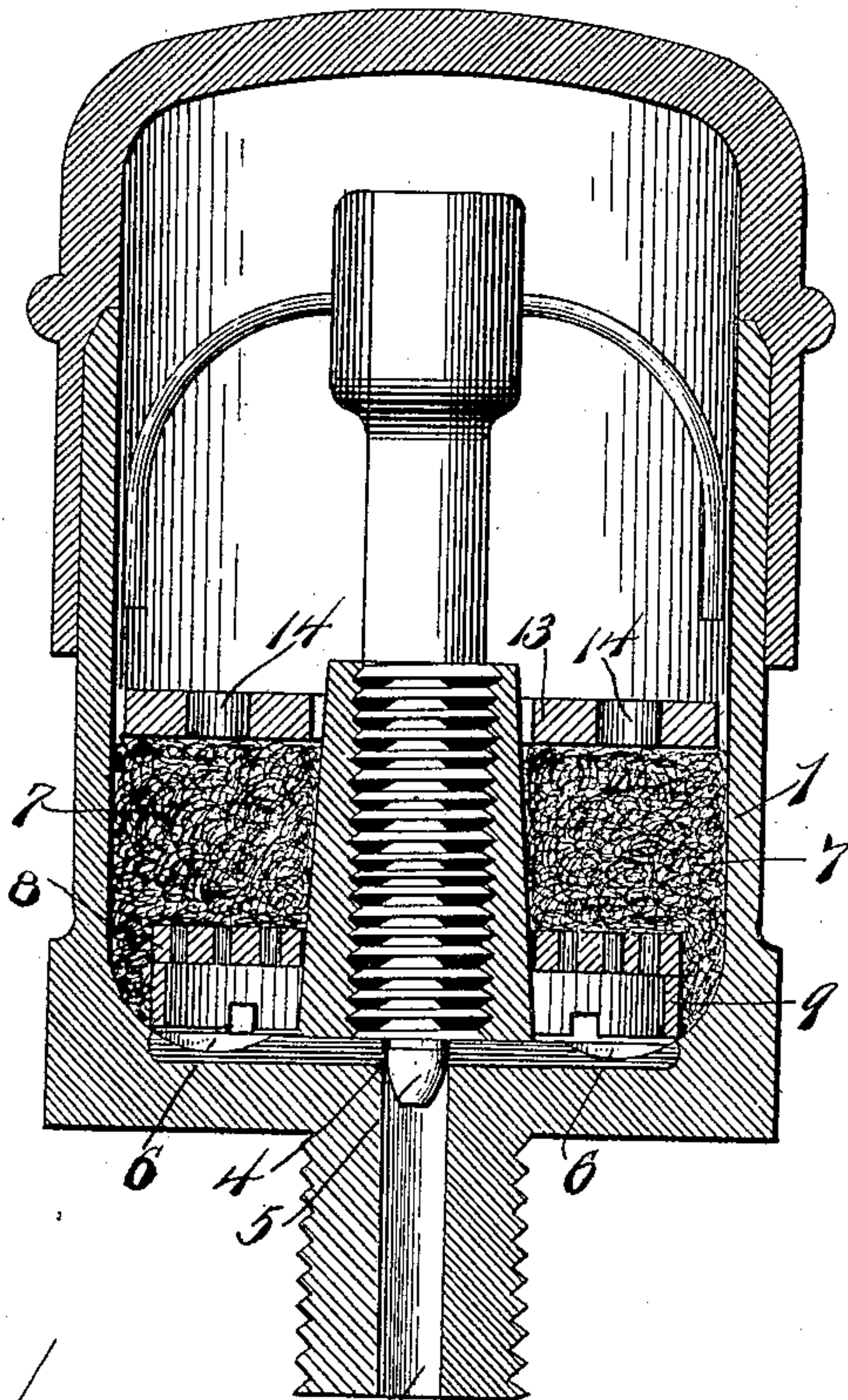


Fig. 2.

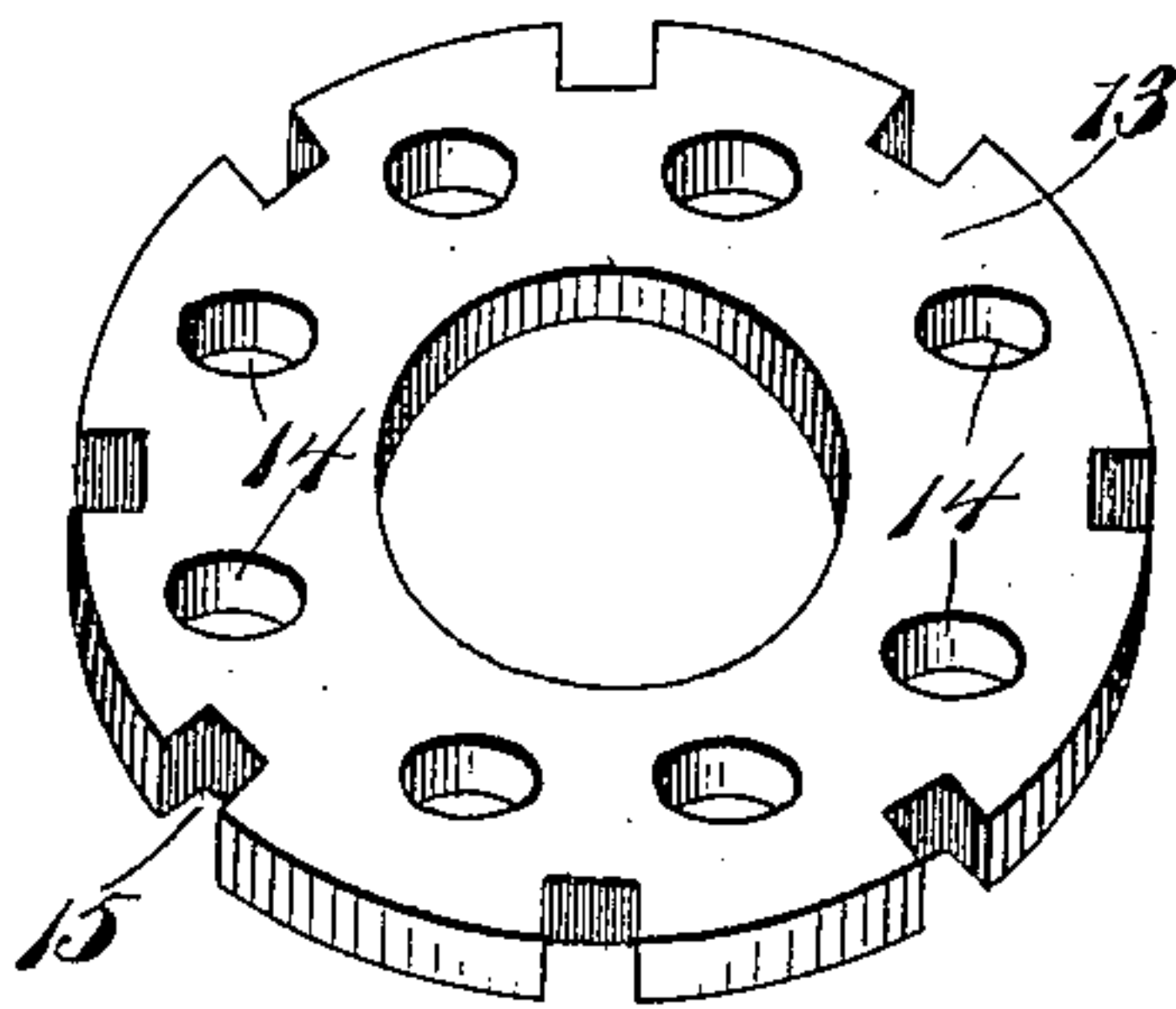
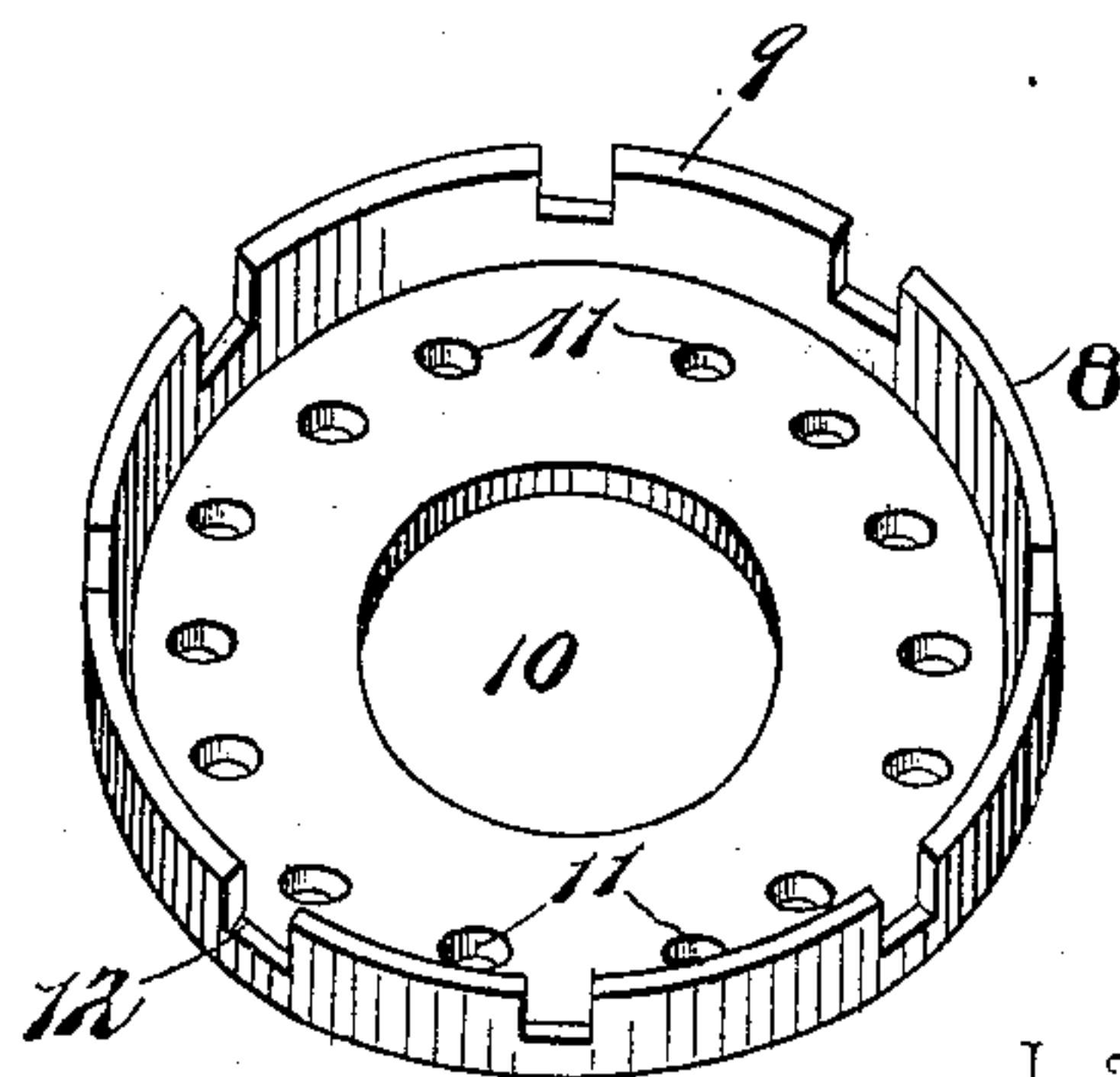


Fig. 3.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

ORANGE POUND, OF BARTOW, FLORIDA.

OIL-CUP.

SPECIFICATION forming part of Letters Patent No. 607,456, dated July 19, 1898.

Application filed June 30, 1897. Serial No. 642,946. (No model.)

To all whom it may concern:

Be it known that I, ORANGE POUND, a citizen of the United States, residing at Bartow, in the county of Polk and State of Florida, have invented a new and useful Oil-Cup, of which the following is a specification.

This invention relates to improvements in oil-cups.

The object of the present invention is to improve the construction of oil-cups and to provide a simple, inexpensive, and efficient device adapted to be readily applied to the ordinary oil-cup and capable of preventing sediment from accumulating around the valve and interfering with the operation thereof and producing an irregular feed.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a vertical sectional view of an oil-cup constructed in accordance with this invention. Fig. 2 is a detail perspective view of the shield. Fig. 3 is a similar view of the perforated diaphragm.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates an oil-cup for locomotives, consisting of a body portion and a removable cap and provided with a feed-tube 2, extending above and below the bottom of the oil-cup. The lower portion of the feed-tube is exteriorly threaded, and the upper portion is interiorly threaded above a valve-seat 4 and receives a valve-plug 5, having a tapered lower end. The feed-tube is provided at the bottom of the cup with perforations 6 for the discharge of the lubricant from the oil-cup to the discharge-tube.

The construction just described is the common form of oil-cups, and in order to prevent sediment from accumulating around the valve-seat a filter 7, of wool, cotton-waste, or similar material, is arranged within the oil-cup at the bottom thereof to prevent any sediment reaching the valve-seat. The filter is supported above the perforations by a shield 8, consisting of a horizontal plate provided at its periphery with a depending flange 9. The plate is provided with a central cir-

cular opening 10 to receive the feed-tube, and it has a circular series of perforations 11 to permit a free passage of the lubricant. The depending annular flange 9, which rests upon the bottom of the cup, is provided with recesses or openings 12, and the shield prevents the fibrous material of which the filter is composed from clogging the perforations of the discharge-tube.

The filter is retained at the bottom of the cup and is prevented from floating at the surface by a removable disk or diaphragm 13, constructed of metal and provided with a central opening to receive the feed-tube. This disk or diaphragm, which anchors the filter, is provided with perforations 14 and recesses 15 to afford passages for the lubricant. When the filter becomes filled with sediment, it can be readily removed and new material can be quickly supplied.

The invention has the following advantages: The filtering device is exceedingly simple in construction and is adapted to prevent sediment from accumulating around the valve-seat of an oil-cup, and it thereby insures a regular feed of the lubricant. It is adapted to be readily applied to the ordinary construction of oil-cup, and the fibrous filtering material can be readily removed when it becomes filled with sediment.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

1. The combination with an oil-cup having a vertical feed-tube, provided at the bottom of the cup with oil-passages, and a valve-plug, extending into the tube to the passages, of a shield arranged upon the bottom of the oil-cup, a fibrous filter supported by the shield, and held away from the passages by the same, and a removable anchoring-plate or diaphragm resting upon and adapted to hold the filtering material to its place, substantially as described.

2. The combination with an oil-cup having a vertical feed-tube, provided at the bottom of the cup with oil-passages, and a valve-plug, extending into the tube to the passages, of a shield having an opening to receive the feed-tube and arranged upon the bottom of

- the oil-cup, said shield comprising a perforated plate, and a depending flange having openings, a fibrous filter arranged upon the shield and held away from the passages by
5 the same, and an anchoring-plate or diaphragm having a central opening to receive the feed-tube, and provided with openings or perforations for the passage of the lubricant, substantially as described.
- 10 3. The combination with an oil-cup having a vertical feed-tube, provided at the bottom of the cup with oil-passages, a valve-plug, extending into the tube to the passages, and a fibrous filter, of a shield supporting the fibrous
filter above the bottom of the cup, and provided with perforations or openings of a size
15 to permit the flow of oil and at the same time prevent the fibrous filter from collecting around and clogging the feed-tube, substantially as described. 20
- In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.
- ORANGE POUND.
- Witnesses:
WARREN TYLER,
E. W. CODINGTON.