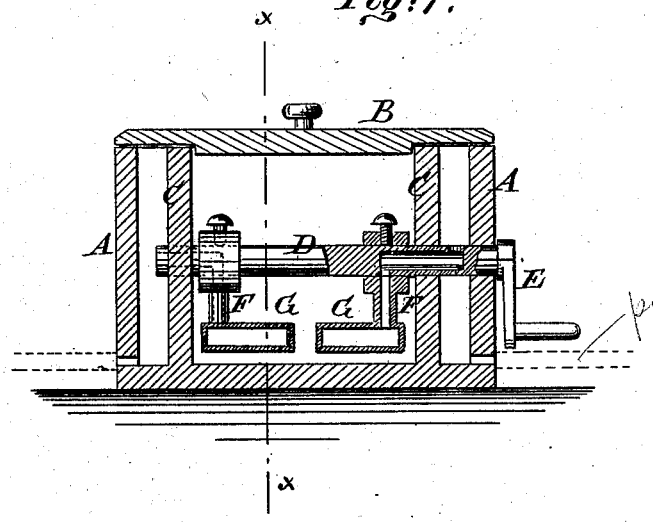
W. A. FOSTER.

OIL-BOXES FOR LOCOMOTIVE ENGINE-CYLINDERS.

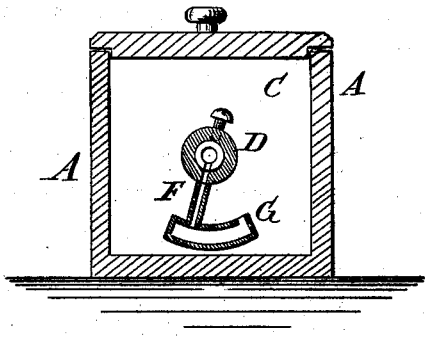
No. 192,160. Patented June 19, 1877.

Fig: 1.



pipes connected to the eyes of Governor

Fig: 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM A. FOSTER, OF FITCHBURG, MASSACHUSETTS.

IMPROVEMENT IN OIL-BOXES FOR LOCOMOTIVE-ENGINE CYLINDERS.

Specification forming part of Letters Patent No. **192,160**, dated June 19, 1877; application filed May 5, 1877.

To all whom it may concern:

Be it known that I, WILLIAM ADDISON FOSTER, of Fitchburg, county of Worcester and State of Massachusetts, have invented a new and useful Improvement in Oil-Box, of which the following is a specification:

Figure 1 is a vertical longitudinal section of my improved oil box. Fig. 2 is a vertical cross-section of the same, taken through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved device for oiling the cylinders of locomotive-engines, which shall be so constructed as to apply the same amount of oil at each oiling, and which may be operated from the cab of the engine.

The invention consists in the combination of the tubular shaft, provided with the crank, the tubular arms, and the buckets, with the oil-box divided into three compartments by the two partitions, as hereinafter fully described.

In the drawing, A is the oil-box, which is provided with a cap or cover, B, and which is divided by the partitions C into three compartments—a large central compartment, and two narrow end compartments. D is a tubular shaft, which works in bearings in the partitions C, and one end of which projects through the end of the box A, and has a crank, E, attached to it by means of which it is operated, and from which a rod may extend to the cab of the engine to enable it to be operated from that point. To the tubular shaft D, within the central compartment of the box A, are connected the ends of two tubular arms, F, the cavities of which communicate with the cavity of the shaft D. To the outer ends of the tubular arms F are attached buckets G, which are closed except narrow slits in the forward parts of their upper sides to allow the oil to pass into said buckets.

With this construction, as the device stands still the buckets G become filled with oil, and as the shaft D is turned the oil flows through the arms F into the shaft D, and from the shaft D into the end chambers of the box A. With the end chambers of the box A are connected pipes, as indicated in dotted lines in Fig. 1, through which the oil passes to the cylinders to be oiled, and which should be provided with check-valves near the box A.

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

The combination of the tubular shaft D, provided with the crank E, the tubular arms F, and the buckets G, with the oil-box A B divided into three compartments by the partitions C, substantially as herein shown and described.

WILLIAM ADDISON FOSTER.

Witnesses:

SIMON S. MASON,

DANIEL F. MURRAY.