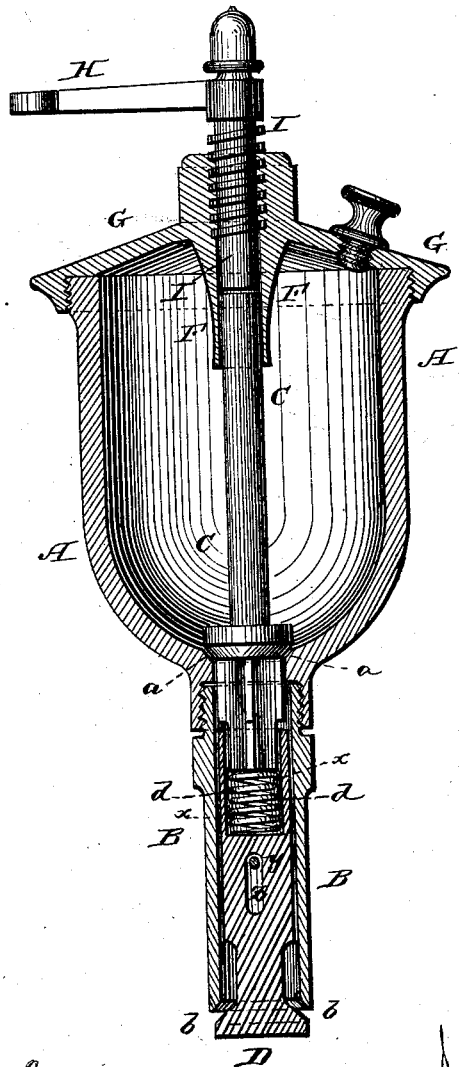
J. BARRY.
Lubricator.

No. 201,731. Patented March 26, 1878.



Witnesses:
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UNITED STATES PATENT OFFICE.

JAMES BARRY, OF AUBURN, NEW YORK, ASSIGNOR TO HIMSELF AND JOSEPH BARRY, OF SAME PLACE.

IMPROVEMENT IN LUBRICATORS.

Specification forming part of Letters Patent No. **201,731**, dated March 26, 1878; application filed March 1, 1878.

To all whom it may concern:

Be it known that I, JAMES BARRY, of Auburn, in the county of Cayuga and State of New York, have invented certain new and useful Improvements in Lubricators; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction and arrangement of a lubricator for locomotives and stationary engines, as will be hereinafter more fully set forth.

In the annexed drawing, to which reference is made, and which fully illustrates my invention, the figure represents a central vertical section.

A represents the main oil-reservoir, to the bottom of which is, by screw-threads or otherwise, connected an auxiliary reservoir or cylinder, B, which is attached to the steam-chest of the engine in the usual manner.

In the bottom of the main or upper reservoir is placed the valve C, closing downward on a seat, *a*, and in the lower end of the lower reservoir or cylinder B is formed a valve-seat, *b*, with an upwardly-closing valve, D. Between the two valves in the reservoir B is placed a spiral spring, *d*. The upper end of the valve C extends into a tubular projection, F, extending downward from the center of the cover G of said reservoir A, and in this tubular projection is screwed a stem, I, provided with a lever, H, as shown.

When the steam is let into the cylinder it raises and closes the lower valve D, whereby the upper valve C becomes raised and opened, letting the oil down from the upper reservoir A into the lower reservoir B.

When the steam is then shut off the upper valve and spring opens the lower valve, and allows the oil to flow from the lower reservoir into the cylinder or valve to be oiled. The lower reservoir acts not only as a reservoir, but also as a measure, because it is intended to hold just the amount of oil desired to oil the cylinder or valve.

When the stem I is closed down on the upper valve it prevents the oil from escaping into the lower reservoir when it is not required to oil, as, in the working of a locomotive in making up trains or shifting cars, the engine is constantly stopping and starting, and would not require to be oiled every time the steam was let in the cylinders or valves.

When the upper valve is closed by the stem the spring placed between the two valves will allow the steam to close the lower valve, thereby doing away with the condensing of steam in the lower reservoir, which has always been a serious trouble with self-oilers for locomotives.

The lever H at the top of the stem I is to be connected to a rod that runs into the cab of the locomotive, so that the person operating the engine can at any time, by pulling or pushing on said rod, raise or lower the stem, and thereby operate the valves of the oiler.

It will be noticed that in the upper end of the valve D is formed a socket, *x*, in which the spring *d* is placed, and the lower end of the upper valve C enters the same socket, whereby both valves are made to work on the same line.

The lower valve D is guided and limited in its movement by means of a pin, *y*, passing through a slot, *z*, in the valve.

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

1. The valve C and seat *a* within the main reservoir A, in combination with the cylinder B, projection F, screw-stem I, and lever H, substantially as and for the purpose set forth.

2. The combination, in a lubricator, of the lower valve D, having a socket, *x*, in its upper end, the spring *d* resting in said socket, and the upper valve C, having its lower end inserted in the socket *x* on top of the spring-pin *y*, and slot *z*, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES BARRY.

Witnesses:

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