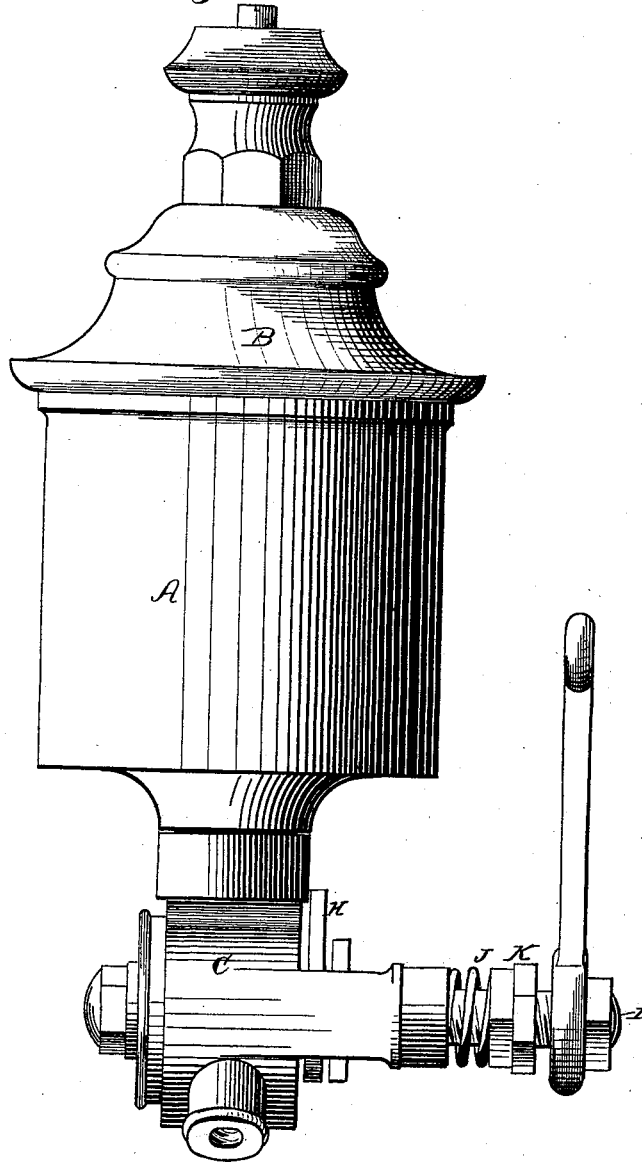


C. F. RAYMOND.
Tallow-Cup.

No. 212,262.

Patented Feb. 11, 1879.

Fig. 1.



Witnesses:
M. C. [Signature]
John L. Rogers

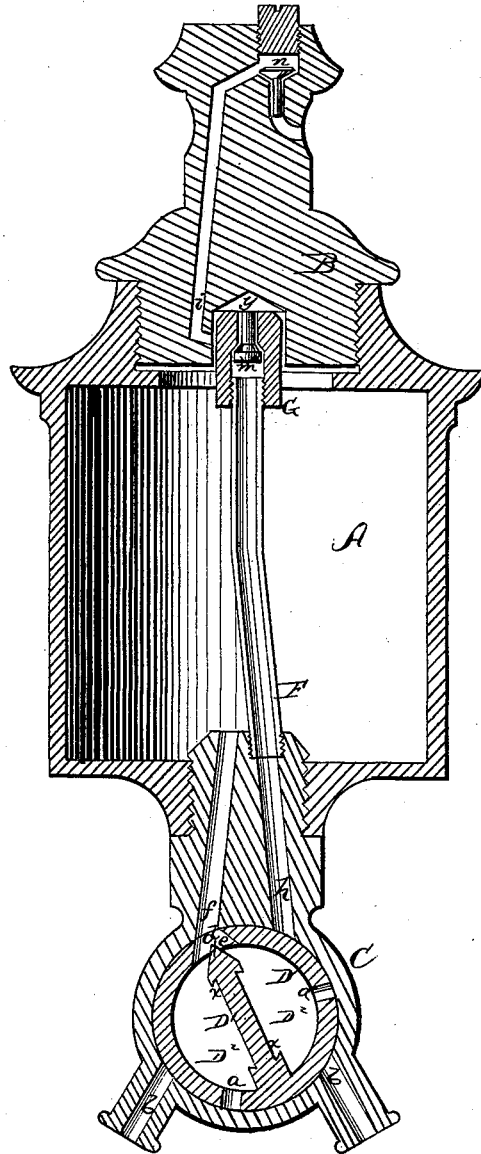
Inventor
Charles F. Raymond
Per
S. H. Alexander & Collyer
Attorneys.

C. F. RAYMOND.
Tallow-Cup.

No. 212,262.

Patented Feb. 11, 1879.

Fig. 2.



Witnesses:

W. C. McArthur

John L. Rogers

Inventor:

Charles F. Raymond

Per
S. Alexander & Co.

Attorneys.

C. F. RAYMOND.
Tallow-Cup.

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Patented Feb. 11, 1879.

Fig. 3.

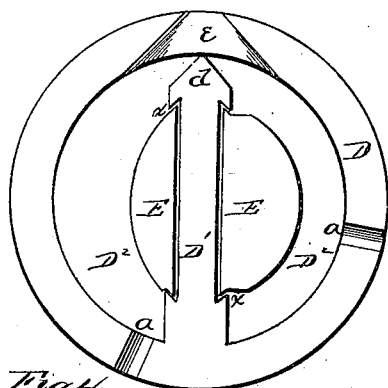
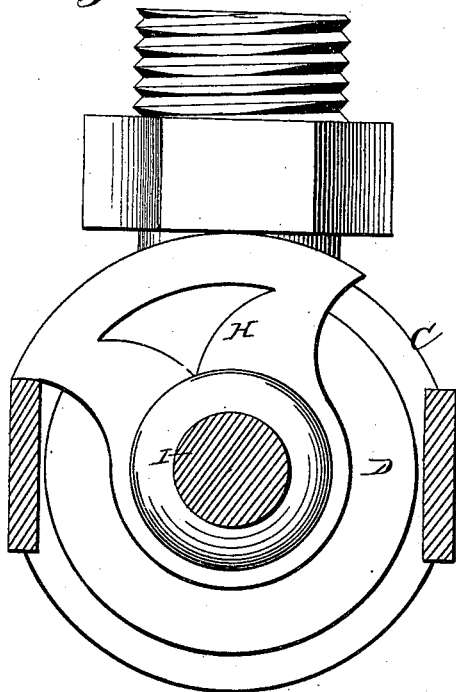


Fig. 4.



Witnesses:
W. C. McCutcheon,
John A. Rogers,

Inventor
Charles F. Raymond
per
J. M. Alexander & Elliott
Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES F. RAYMOND, OF BIRMINGHAM, ALABAMA.

IMPROVEMENT IN TALLOW-CUPS.

Specification forming part of Letters Patent No. 212,262, dated February 11, 1879; application filed October 10, 1878.

To all whom it may concern:

Be it known that I, CHARLES F. RAYMOND, of Birmingham, in the county of Jefferson and State of Alabama, have invented certain new and useful Improvements in Tallow-Cups; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

The nature of my invention consists in certain improvements upon the lubricator for which Letters Patent No. 207,067 were granted to me August 13, 1878, as will be hereinafter more fully set forth, and pointed out in the claims.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, in which—

Figure 1 is a side elevation of my improved lubricator. Fig. 2 is a central vertical section of the same. Fig. 3 is an interior view of the plug; and Fig. 4 is a section of the frame, showing the stop for the plug.

A represents the oil cup or reservoir, with cap B screwed in the top thereof. In the bottom of the reservoir is screwed the brass frame C, containing the plug D. The plug is hollow, with a central partition, D¹, dividing the interior in two chambers, D² D², having outlets *a a* to correspond with passages *b b* in the bottom of the frame C, for admitting the oil from the chambers D² in the plug to the steam-chests.

The upper end of the partition D¹ terminates in a point, *d*, which divides the inlet-opening *e*, so that the oil will run into both the chambers D², said inlet-opening *e* coinciding with a passage, *f*, for the admission of oil, or with an air-passage, *h*, for the admission of air, the same as described in my former patent above referred to.

In the sides of the partition D¹ are made dovetailed grooves *x x* to receive corresponding plates E E, for the purpose of diminishing the size of the chambers D², so as to hold just the quantity of oil required for one oiling.

The air-passage *h* in the present case ex-

tends through the top of the frame C, and in the upper end thereof is screwed a pipe, F, which passes up through the reservoir, and has at its upper end a cap, G, forming a valve-seat, and incloses an upwardly-closing valve, *m*.

The cap G is located in a recess or chamber, *y*, in the reservoir-cap B, and from this recess or chamber extends a passage, *i*, through the cap B, as shown. In the upper end of the passage *i* is an air-valve, *n*.

With my lubricator as constructed according to my former patent above referred to, I could only oil the valves when the engine was rolling or when not using steam. With my present improvements I can oil the valves when the engine is using steam or not, just as desired, by not having the air-hole in the side of the frame, but having the air-tube F running from the neck of the frame up through the reservoir with the valve *m* in the top, which keeps the steam from blowing the oil from the chambers back into the oil-cup.

The valve *n* in the top of the air-passage *i* in the reservoir-cap B is so arranged that it will remain closed and keep the oil from being thrown out by the motion of the engine. If it should be desired to oil the valves when the engine is rolling or not using steam, the cylinders make a strong suction, which will raise the valve in the cap and allow the air to pass in through the air-passage *i* and tube F into the chambers to give them vent, so that the oil will run down into the steam-chest.

The valve *m* in the top of the air-tube F will remain open, except when using steam, and allows the air to pass from the chambers up into the reservoir when the chambers are filling.

The plug D is attached to a stem, I, and on this stem is secured a segment, H, which acts as a stop against parts of the frame to keep the plug from turning too far. I also employ a spring, J, on the stem to hold the plug tight in its place and keep it from leaking. The tension of this spring is regulated by means of set-nuts K on the stem, as shown in Fig. 1.

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

1. The plug D, provided with central parti-

tion D¹, having dovetailed grooves or recesses *xx* in its sides, in combination with the plates E, for the purposes herein set forth.

2. The combination, with the plug D, constructed as described, of the frame C, with air-passage *h*, the tube F, with cap G and valve *m*, and the reservoir-cap B, with air-passage *i*, substantially as and for the purposes herein set forth.

3. The combination of the plug D, stem I,

stop H, spring J, and regulating-nuts K, all constructed and arranged to operate substantially as and for the purposes herein set forth.

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

CHARLES F. RAYMOND.

Witnesses:

THOMAS JEFFERS,
ROB. BAILEY.