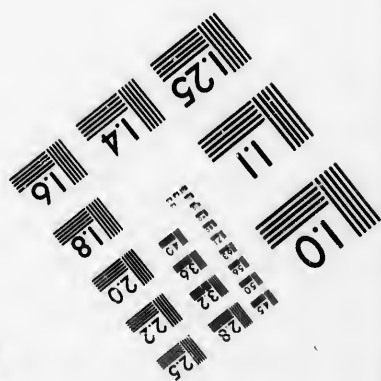
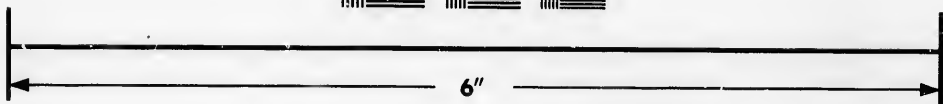
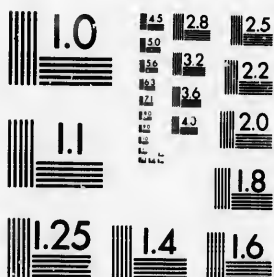


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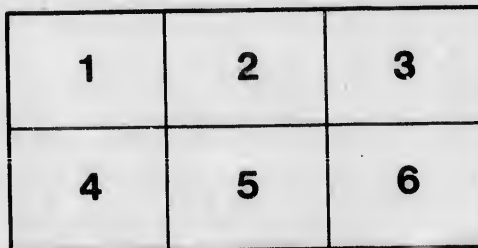
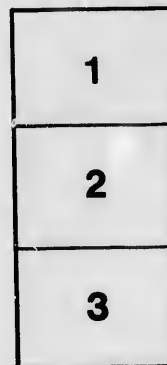
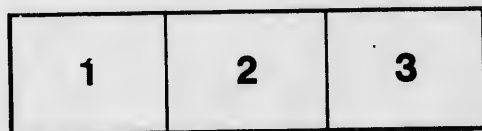
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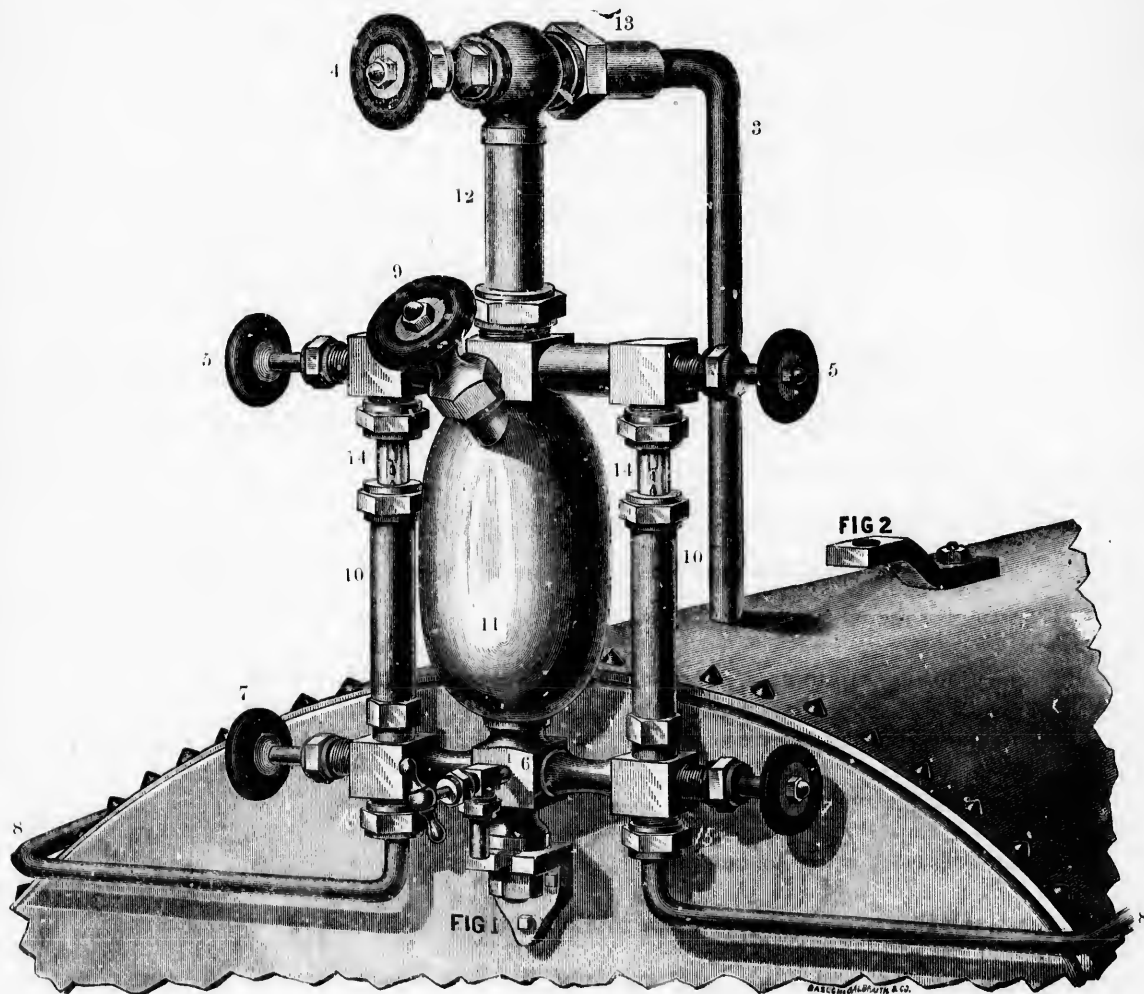
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THE HOLLAND PATENT LOCOMOTIVE LUBRICATOR.



This cut represents the HOLLAND LUBRICATOR as applied to the Boiler of a Locomotive.



A description of the various parts of the Lubricator, as designated by figures, will be found on the next page.

DIRECTIONS TO APPLY AND OPERATE

— THE —

HOLLAND LUBRICATOR.

Figs. 1 and 2.—Shows wrought iron brackets, bolted to front or top of boiler to which the Lubricator is fastened.

Fig. 3.— $\frac{1}{2}$ in. wrought iron pipe for steam connection.

Fig. 4.—Feed and stop valves.

Fig. 5-5—Valves to regulate drops of oil ; close same when engine is not in use.

Fig. 6.—Showing valve to draw off water of condensation before filling reservoir, fig. 11, with oil.

Figs. 7-7.—Showing valves to be opened slightly ; if opened too much, they will break drops of oil regulated by valves 5-5. Should oil fill glass tubes, increase opening of valves, fig. 7-7.

Figs. 8-8.—Showing oil pipes from Lubricator to steam chests, connected to union joints 15-15. Be sure and have union joints 15-15 above oil pipes, figs. 8-8, in order to give the oil a downward flow.

Fig. 9.—Showing cap to unscrew, in order to fill reservoir, fig. 11, with oil.

Fig. 10-10.—Showing extension joints to be unscrewed in case of breaking of glass tube.

Fig. 11.—Oil reservoir.

Fig. 12.—Showing water column pipe.

Fig. 13.—Union to connect steam pipe to Lubricator.

Fig. 14-14.—Glass tubes showing drops of oil.

THE HOLLAND
PATENT
LOCOMOTIVE LUBRICATOR.

WE have the pleasure of presenting to Railway Managers, Master Mechanics, and Engineers the HOLLAND PATENT LUBRICATOR for Locomotive use.

In doing so, we beg leave to call attention to some of the leading features.

- I. The results to be obtained by the use of this Instrument. It is a perfect insurance against the cutting of valve seats or cylinders.
- II. It will cause large savings in oil, coal and packing.
- III. It will ensure the best results from the free and easy working of the piston and valves, the cylinders and valves being lubricated under all conditions.
- IV. This device is easily applied to any locomotive.
- V. The Patent is a valid one, and fully covers the mechanical device for impelling or driving the oil through a glass tube, it is impossible for the oil to congeal or choke up any part of the Lubricator.

We do not use the transparent water chamber to cause the oil to ascend in visible globules, and to which there are several parties claiming priority of invention; the Holland device in no way conflicts with these claims.

We desire our customers to understand that we rely entirely upon the merits of this Lubricator in placing it on the market, and the success which has attended our efforts thus far, is a sure guarantee of its extensive use.

In every locality where this improvement has been introduced, it has been pronounced the best Lubricator extant.

Besides being beautiful in design and finish, it is the most simple and easily adjusted instrument of the kind yet introduced.

We shall take pleasure in furnishing one or more of the Lubricators for trial, feeling sure that a fair trial will always ensure its adoption.

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