(No Model.)

C. H. POLAND.

OIL CAN.

No. 264,841. Patented Sept. 19, 1882.

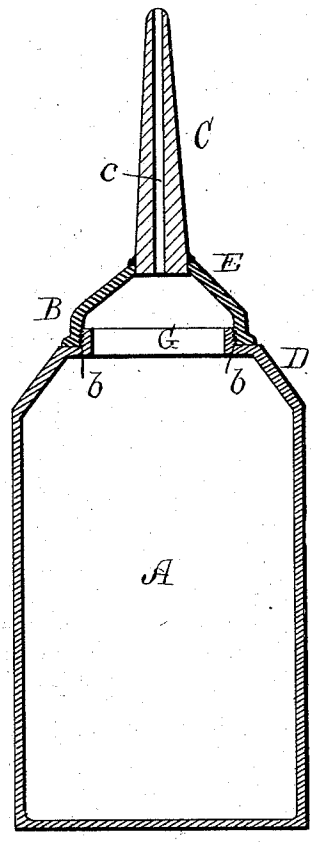


Fig. 1.

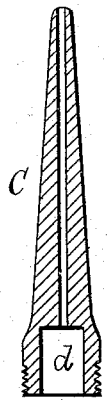


Fig. 2.

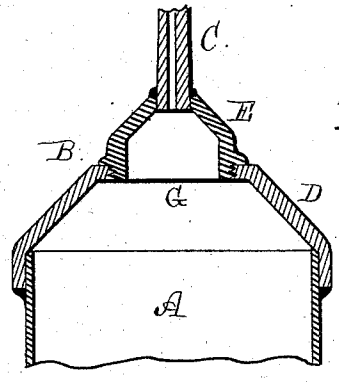


Fig. 3.

Witnesses.
H. E. Lodge.
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UNITED STATES PATENT OFFICE.

CHARLES H. POLAND, OF PROVIDENCE, RHODE ISLAND, ASSIGNOR TO SMITH & POLAND, OF SAME PLACE.

OIL-CAN.

SPECIFICATION forming part of Letters Patent No. 264,841, dated September 19, 1882.

Application filed July 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HAMMOND POLAND, a citizen of the United States, residing at Providence, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Oil-Cans; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as 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 letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to oil cans extensively used in the lubrication of machines in factories and machine-shops; and it consists in certain details of construction, as hereinafter explained.

The drawings accompanying this specification represent, in Figure 1, a vertical section of an oil-can containing my invention. Fig. 2 is a section of a tube or nozzle heretofore employed, while Fig. 3 shows a solid metal breast embodying my improvements.

In said drawings, A represents the body of an oil-can of the form now generally used in factories—that is, a straight hollow cylinder of tin surmounted by a frustro-conical breast, B, and discharge nozzle or tube C.

It is a frequent practice among operatives in factories to take out the tube C and in its place insert a bobbin, which has been whittled down at one end for the purpose, the object in doing this being to permit the oil to escape more readily, as the hole in the bobbin is of larger diameter than that of the tube. To guard as far as possible against this waste of oil, I make a division in the breast of the can, thus forming a large opening, in which it will be difficult to insert a substitute for the tube. This division may be made in any form desirable; but preferably the lower portion, D, of the breast B should have a neck, exteriorly screw-threaded, as shown at *b*, onto which the upper portion, E, (to which the tube C is fastened,) can be screwed; or the upper portion, with the tube attached, may be exteriorly screw-threaded and screw into a female screw-thread in the mouth of the lower portion of the breast B. (See Fig. 3.) By this form of construction I obviate the difficulty now attending the construction of oil-cans, for if the nozzle C is knocked out the can is spoiled, and taking off the upper portion of the breast causes such a large opening that it is with difficulty closed. I further propose, as shown in Fig. 3, to make the entire breast of solid metal instead of being of thin material struck up, the lower portion, D, being soldered to the can proper and the upper portion, E, with its nozzle C, screwing into it, as shown. If the breast is made of solid metal, I still maintain the large-sized opening or aperture G, and, moreover, obviate one great difficulty attending the construction of sheet-metal cans now generally in use, in which it is necessary to secure in the thin metal of the breast of a can a screw-bushing to which to attach or screw the nozzle, which bushing, owing to the thinness of the metal, is constantly becoming loosened and coming out entirely or leaking. Moreover, the bore *c* of the tube in my can is comparatively small and practically of uniform diameter, as shown. Heretofore in oil-cans of this class the bore of the tube C has been of unequal diameter, as shown in Fig. 2 of the drawings—that is, its lower part, *d*, has been greatly enlarged; and another practice of the operatives in mills, in the attempt to make a larger opening for escape of oil, has been to cut off the upper part of the tube C and expose the lower and larger part of the tube; or the tube, being of iron or steel, is crushed and cracks produced, through which it will more readily escape. In addition to these disadvantages consequent upon the enlargement of the lower part of the bore of the tube, impurities in the oil are apt to collect at the junction of the two portions of the bore and obstruct escape of oil. To prevent waste of oil by the first of these two latter practices, I make the bore of the tube small its entire length, so that cutting off the tube at any point shall be of no avail, while to prevent success of the last-named practice I form the tube of brass or other ductile metal, which, when crushed, shall flatten, but not fracture.

The breast of the can may be a separate piece from the body and soldered or secured to the latter, as hereinbefore mentioned, or the

breast or its lower portion, D, and the body may be struck up from one homogeneous piece of sheet metal, as shown in Fig. 1 of the drawings, the upper portion, E, being likewise in this instance of sheet metal.

Having thus described the nature and purposes of my invention, I claim, and desire to secure by Letters Patent, the following:

1. The tube C, of uniform bore, irremovably secured to the separable upper portion, E, of the breast B, and means for attaching and detaching the portion E from the mouth G of the breast proper of the can, substantially as set forth.

2. The tube C, of ductile metal, having a uniform bore and irremovably secured to the portion E of the breast B, said portion E being removably secured to the lower portion, D, of said breast, and said portion D being soldered to the body of an oil-can, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES HAMMOND POLAND.

Witnesses:
H. E. LODGE,
R. SMITH.