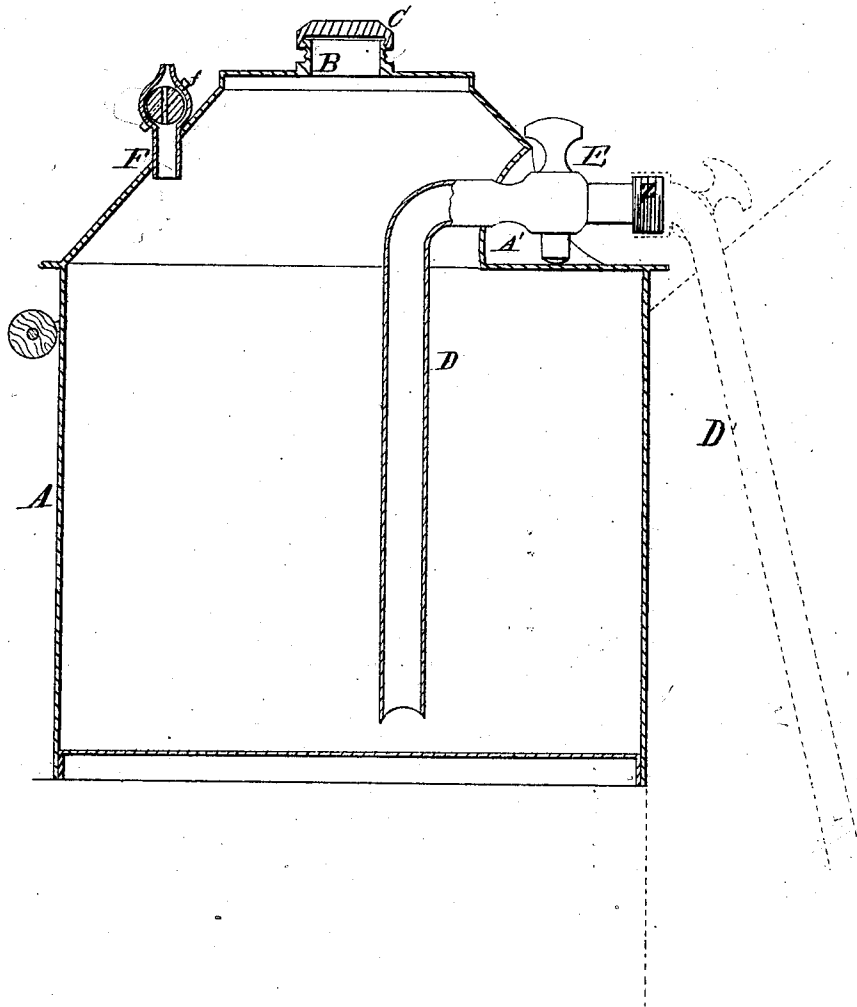


R. S. OSBORN.

Improvement in Syphon Can for Carbureters.

No. 123,926.

Patented Feb. 20, 1872.



Witnesses:
H. B. Curtis.
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UNITED STATES PATENT OFFICE.

ROBERT SEELY OSBORN, OF BELLEVILLE, NEW JERSEY, ASSIGNOR TO THOMAS JOYCE, OF BROOKLYN, NEW YORK, AND JOHN D. AVERELL, OF NEW YORK CITY.

IMPROVEMENT IN SIPHON-CANS FOR CARBURETERS.

Specification forming part of Letters Patent No. 123,926, dated February 20, 1872.

To all whom it may concern:

Be it known, that I, ROBERT SEELY OSBORN, of Belleville, in the county of Essex, and State of New Jersey, have invented a new and valuable Improvement in Siphon-Can; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a central vertical section of my can.

This invention has relation to means for supplying gasoline to gas-carbureters, and it consists in the construction and novel arrangement of a gasoline-can, adapted to empty its contents into the carbureter in such a manner that there shall be no escape of inflammable gas during the operation of fitting. The gasoline is passed into the carbureter by means of a siphon-connection, with a smooth and easy flow, as hereinafter described.

Referring to the drawing, the letter A designates the can, usually constructed with its upper portion conical. B represents the inlet-tube, through which the vessel is filled with the gasoline. This inlet-tube is provided with a screw-cap, C, for closing it securely. D designates a tube, extending from near the bottom of the can and passing out through the wall of the upper portion, which is somewhat sunken or depressed, as at A', to enable a short coupling to be made. The wall of the can will then rest against the wall of the carbureter, and no other support will usually be required. That part of the tube D which is exterior to the can is provided with a stop-cock, E, to regulate the flow of gasoline, which is designed to pass off from the vessel A through said tube. The end of this tube is provided with a screw-

thread, by means of which a connection or coupling is made at *z* with the supply tube of the carbureter, which extends downward to near the bottom of said carbureter, and is illustrated by the dotted lines in the drawing, and lettered D'. The pipes D and D' together, constitute a siphon. F designates a narrow tube, furnished with a stop-cock, *f*, and designed for the admission of air into the can. The gasoline-can is designed to be filled until the fluid rises above the bend of the siphon-pipe. The stop-cock E is opened so that the fluid will rise in the tube D and fill this tube which represents the short leg of the siphon. The stop-cocks E and *f* are then closed, and the cap secured to the opening B. When the carbureter needs replenishing the end of the pipe D is securely coupled by means a threaded sleeve or other suitable connection with the pipe D' of the carbureter. The air-inlet F is now opened and the stop-cock E turned. The stop-cock which closes the end of the supply-pipe of the carbureter is also turned, thus affording a free passage to the gasoline from the can, which is drawn into the carbureter by the action of the siphon-connection D D'.

I claim as my invention—

The gasoline-can A having the depression A', inlet B, air-inlet F, siphon-leg D, screw-cap C, and stop-cocks E and *f*, and coupling-joint *z*, adapted to operate in connection with the supply-pipe of a carbureter, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ROBERT SEELY OSBORN.

Witnesses:

PHILIP VAN ALSTINE,
ELDORUS VAN ALSTINE.