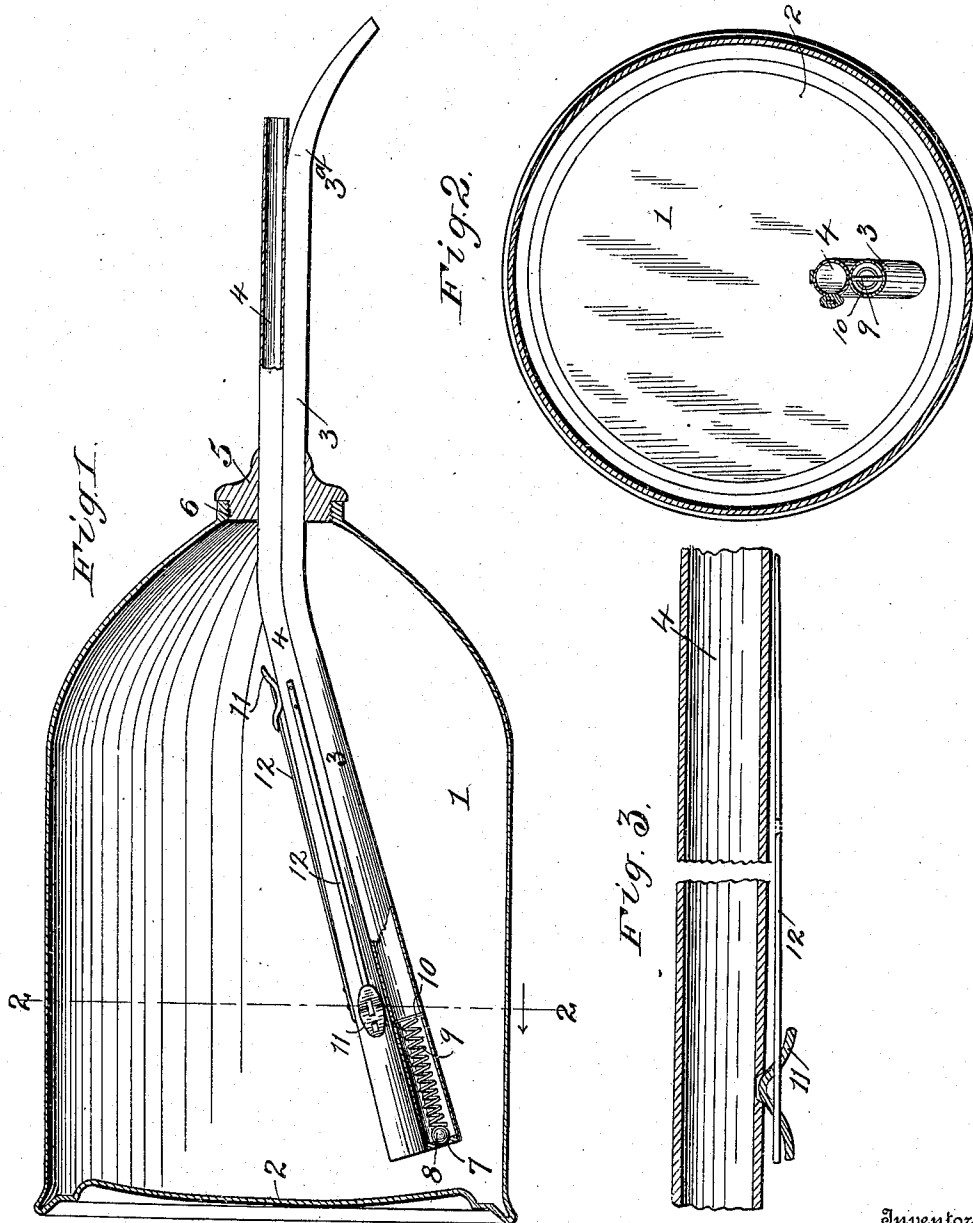


921,085.

Patented May 11, 1909.



Inventor

Witnesses

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UNITED STATES PATENT OFFICE.

ALFRED R. CLARK, OF INDIANOLA, NEBRASKA.

OIL-CAN.

No. 921,085.

Specification of Letters Patent.

Patented May 11, 1909.

Application filed March 12, 1908. Serial No. 420,708.

To all whom it may concern:

Be it known that I, ALFRED R. CLARK, citizen of the United States, residing at Indianola, in the county of Redwillow and State of Nebraska, have invented certain new and useful Improvements in Oil-Cans, of which the following is a specification.

This invention has for its object an oil can embodying an improved spout and air inlet tube of simple, durable and efficient construction arranged to permit the ready flow of the oil from the can when the same is properly manipulated and at the same time preventing the oil forced into the spout from being sucked back therefrom when pressure upon the spring bottom or walls of the can is released.

With these and other objects in view as will more fully appear as the description proceeds, the invention consists in certain constructions, arrangements and combinations of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a longitudinal sectional view of the body portion of an oil can, other parts being shown in side elevation and partly broken away; Fig. 2 is a transverse sectional view on the line 2—2 of Fig. 1; and, Fig. 3 is a detail sectional view of the air inlet tube of the can.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Referring to the drawing, the numeral 1 designates the body portion of an oil can of the spring pressure type, either the side walls or bottom 2 being arranged to be pressed upon so as to effect the flow of oil through the spout 3 of the can. The said spout 3 is preferably permanently joined to an air inlet tube 4, the said spout and tube being preferably secured together in a cap 5 adapted to screw into the interiorly threaded neck 6 of the body portion 1, so that the spout and tube may be readily withdrawn from the body portion upon unscrewing the cap.

As clearly illustrated in the drawing, the inner ends of the spout 3 and tube 4 are angularly disposed so that their inner extremities will lie close to one corner of the can in order to properly effect the discharge of the oil

therefrom even when the supply is nearly exhausted.

The inner extremity of the spout 3 is formed with a port 7, said port being normally closed by a valve 8 which, in the present instance, is a ball mounted within the spout and pressed against the valve seat or port 7 by means of a helical spring 9 bearing against the ball at one end and against a cross pin or bar 10 at its other end.

The air inlet tube 4 is provided on that portion which is in operative position within the body portion 1, with one or more valves 11 held normally on their seats by means of the attenuated leaf springs 12 soldered or otherwise secured to the said tube. Preferably the springs 12 extend from their point of attachment in opposite directions, as shown, with the valves 11 secured on their free ends. The inner extremity of the tube 4 is closed. The outer extremity of the tube preferably terminates short of the curved adjacent extremity 3^a of the spout 3 so as to interfere in no wise with the proper application of the spout extremity to the parts to be lubricated.

In the practical use of my improved oil can, it will be clear from the foregoing description in connection with the accompanying drawing, that pressure upon the body portion 1 either the side walls or spring bottom 2 thereof, as the case may be, will force the oil through the port 7, unseating the valve 8, and the oil will fill the spout 3 and flow therefrom to the part to be oiled. This outflow of oil will be the more easily accomplished by reason of the provision of the air inlet valves 11. As soon as the pressure against the spring bottom 2 or side walls is relieved, the valve 8 will instantly close against the seat or port 7 and thereby prevent the oil that has been forced into the tube or spout 3 from being sucked backwardly out of the spout. The spout will thus contain oil at all times after the first operation of the device, and a very effective oil can is thus provided, always maintained for ready use.

Having thus described the invention, what is claimed as new is:

1. An oil can, comprising a body portion, a cap adapted for detachable connection with the body portion, and an oil discharge spout and air inlet tube extending through and connected to said cap, the said spout being formed at its inner extremity with a port, a valve within the spout and adapted to close

against the inner side of said port, and an air inlet valve secured to the air inlet tube within the body portion and controlling the passage of air inwardly through said tube into
5 said body portion.

2. An oil can comprising a body portion provided at one end with a neck, a cap adapted to be secured to said neck, an oil discharge spout and air inlet tube connected at intermediate points in their length within said
10 cap, the innermost portions of said spout and

tube being angularly disposed and the outer portion of the spout projecting beyond the outer extremity of the tube, both the tube and spout being provided within the body
15 portion with valves.

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

ALFRED R. CLARK. [L. S.]

Witnesses:

H. WINANS,
C. B. KING.