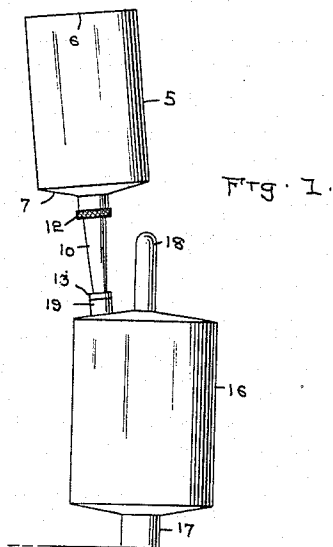
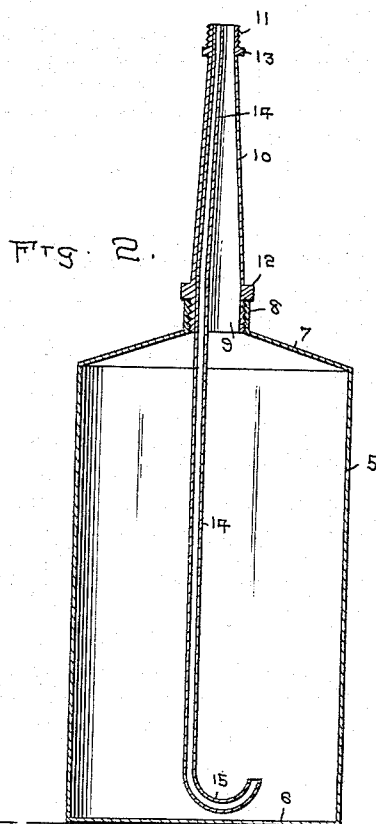


C. E. DRAPER.
OIL CAN.
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OIL-CAN.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES E. DRAPER, a citizen of the United States, residing at Larrabee, in the county of Cherokee and State of Iowa, 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.

This invention is in the nature of an oil can of that class especially adapted for use with an engine oiler.

The special object of this invention is to provide an oil can adaptable for the special purposes mentioned, as well as for general purposes, of simple, strong and economical construction.

A further object of the invention is to provide an oil can particularly adapted for the specified purposes, of such a construction as to admit of a very large reservoir when desired.

A further object of the invention is to provide an oil can of the character specified which may be left in operative position upon the oiler of an engine, when the engine is either running or at rest.

A still further object of the invention is to provide an oil can of the character specified in which it is impossible to overrun the oiler in filling and one which saves time and trouble in use.

With these objects in view the invention consists in the improved construction, arrangement and combination of the parts of a device of the character mentioned, which will be hereinafter fully described and afterward specifically claimed.

In order that the construction and operation thereof may be readily comprehended, an approved embodiment of the invention is illustrated in the accompanying drawings and will be now specifically described in connection with said drawings, in which—

Figure 1 represents a view of my improved oil can in elevation, in position upon the oiler of an engine, and

Fig. 2 represents the same in central vertical section.

Like reference characters indicate the same parts wherever they appear in a plurality of the figures of the drawings.

Referring specifically to the drawings 5

indicates the body or reservoir of the oil can which may be made of any ordinary form, such for instance, as that illustrated, which is cylindrical, properly closed at the bottom as at 6, and provided with the usual inverted conical top 7, from which projects centrally a neck 8 which is interiorly threaded to receive the exteriorly threaded inner end 9 of the spout 10, the principal portion of which, is tapered and which is provided at its outer end with an exteriorly threaded mouth 11, the spout being provided with exterior annular lugs or rings 12 and 13 for purposes hereinafter described.

An air tube 14 is secured by soldering or otherwise in the spout 10, the open upper end of said tube being flush with the open end of the spout, while the main body of the tube projects downward into the reservoir 5 to near the bottom thereof and terminates in a substantially semicircular bend or goose neck 15 at its extreme inner end, the open end of said bend or goose neck facing upward into the reservoir and in the direction of the discharge end of the spout 10.

The oiler of the engine is indicated at 16 provided with the usual parts comprising a connecting pipe 17, lever 18, and an interiorly threaded spout or neck 19.

In order to fill the reservoir 5 of the oil can, the spout 10 will be removed therefrom, carrying with it the air pipe 14, after which the spout may be reapplied, its main body being threaded into the neck 8 of the oil can, the extent of its entrance into the neck being limited by the annular projection or ring 12 coming in contact with the end of the neck or with a suitable packing ring which may be used to provide a tight joint at this point.

The reservoir being full the oil can is inverted to the position shown in Fig. 1, when the outer end 11 of the spout 10 is threaded into the neck or spout 19 of the engine oiler until the ring 13 contacts with the end of the neck 19, or with a suitably placed packing ring.

In this position, the oil will run from the main body of the reservoir 5 of the oil can into the oiler, such action being facilitated by the admission of air through the air pipe 14, the half circle bend or goose neck of the inner end of the air pipe having its open end lying above the level of the oil in the reservoir 5 and preventing the oil entering

the air tube when the spout and air tube are being placed into the position of Fig. 1 after filling the reservoir.

5 All of the parts of the oil can are preferably made of sheet metal, but the material used is no part of the present invention, and the form may be varied to suit circumstances.

Usually a plug is used in the neck 19 of the oiler, which is dispensed with by the 10 provision of the threaded end 11 of the spout and the annular projecting ring 13 which snugly engages the end of the neck 19 and provides an efficient tight joint thereat. The spout is made sufficiently long so that when 15 the oil can is in the operative position of Fig. 1, the reservoir 5 will clear the lever 18 of the oiler.

I deem my improved oil can specially adapted to fill oilers of internal combustion 20 engines, and due to its construction, it may be left in operative position on the oiler whether the engine is running or not. My invention is of further utility in that its construction will not permit the oiler to run 25 over during filling. A saving of time is effected inasmuch as the oiler can be filled much more quickly than is possible with an ordinary spring bottom oil can.

To those skilled in the art to which the 30 invention appertains, it will be obvious that changes and variations in the specific construction, and arrangement of the parts hereinbefore described may be made without departing from the spirit and scope of the 35 invention.

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

40 1. An oil can, comprising a body portion provided with a threaded neck, a spout threaded in said neck and having its opposite end threaded for securing said spout and said can in inverted position in the top of an engine oiler, and an open ended rigid air

45 tube secured to the inner side wall of said spout and having its outer end lying flush with the outer end of said spout, said air tube projecting substantially centrally into the body of the can and terminating in a rigid semicircular bent portion positioned in 50 close proximity to the bottom of the can, the inner open end of said air tube facing in the direction of the discharge end of said spout and lying above the level of the oil when the can and spout are in inverted posi- 55 tion.

2. An oil can, comprising a body portion provided with an interiorly threaded neck, a straight tapering spout exteriorly threaded at its inner end to engage the threaded neck 60 of the can, said spout also provided with an exteriorly threaded outer end adapted to engage the interiorly threaded neck of an engine oiler, an annular ring upon said spout at the base of the threads at its inner end 65 for engaging the end of the threaded neck of the oil can to provide a tight joint thereat, an annular ring upon said spout at the base of the threads at its outer end for engaging the end of the threaded neck of the engine 70 oiler to also provide a tight joint thereat, and an open ended air tube rigidly secured to the inner side wall of said straight spout and having its outer end lying flush with the 75 outer end of said spout, said air tube projecting into the body of the can and terminating at a point in proximity to the bottom thereof, the inner end of said air tube being formed with a semicircular rigid bent portion having its open end facing in the 80 direction of the end of said spout.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES E. DRAPER.

Witnesses:

L. F. HARRIS,
R. H. GRAY.