Dec. 19, 1944. O. ELSEBUSCH 2,365,533

OIL SAVER

Filed Dec. 13, 1943 2 Sheets-Sheet 1

Fig. 1.

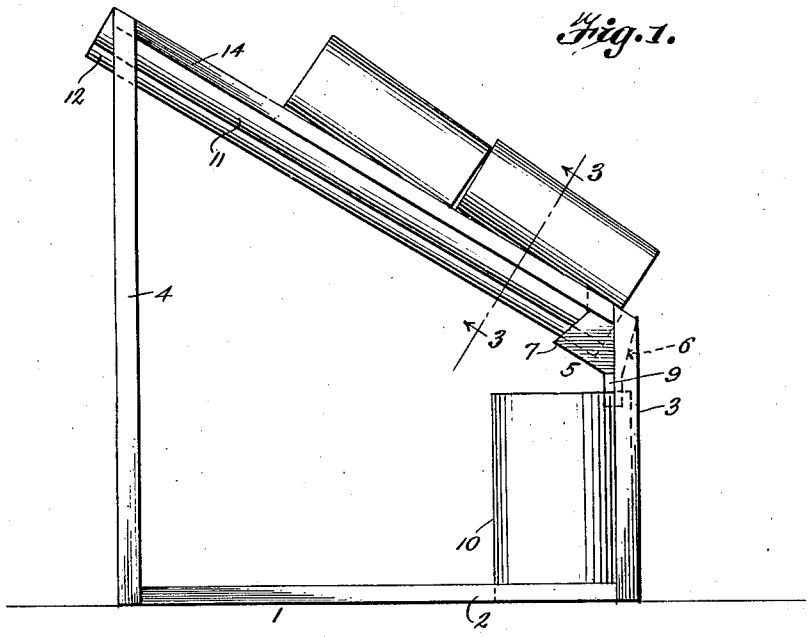


Fig. 2.

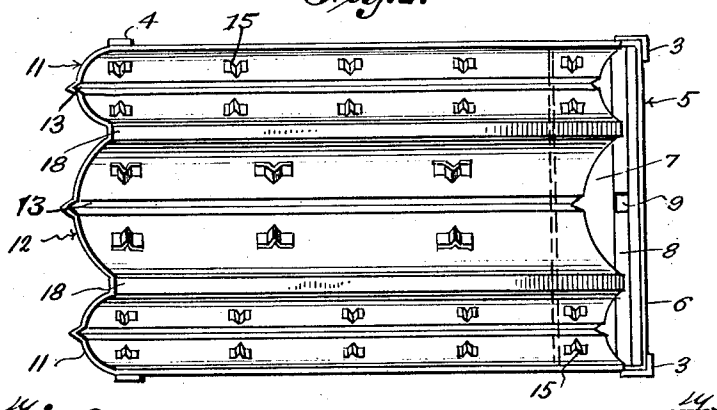


Fig. 3.

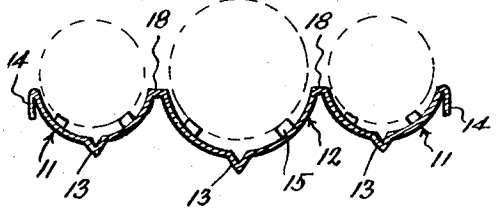
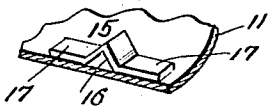


Fig. 7.



Inventor,
OTTO ELSEBUSCH.

By E. G. Urooman & Co.
His Attorneys

Dec. 19, 1944. O. ELSEBUSCH 2,365,533

OIL SAVER

Filed Dec. 13, 1943 2 Sheets-Sheet 2

Fig. 4.

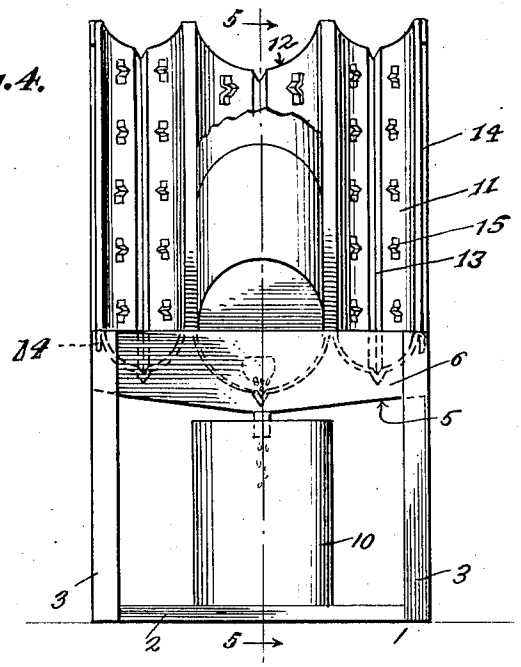


Fig. 5.

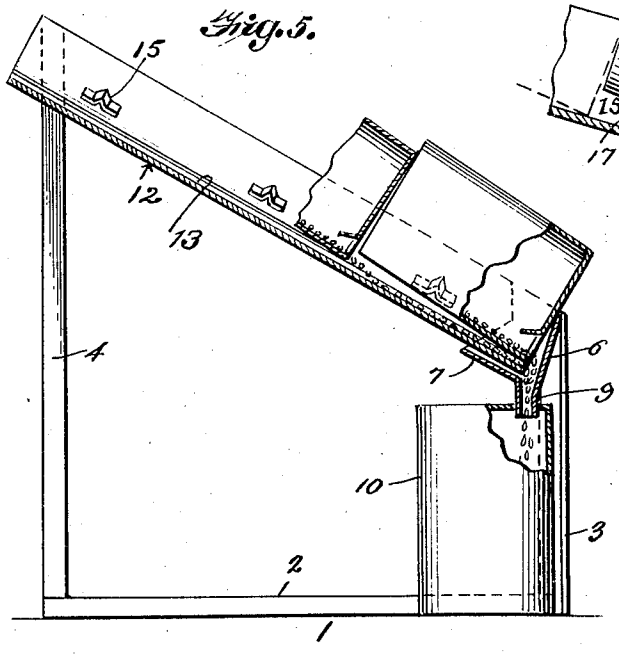
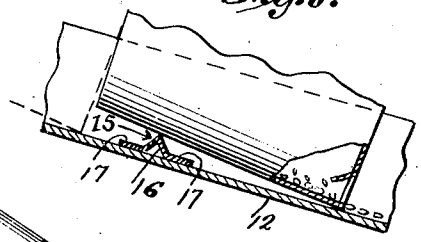


Fig. 6.



Inventor,
OTTO ELSEBUSCH.

By E. G. Brooman & Co.,
His Attorneys

Patented Dec. 19, 1944

2,365,533

UNITED STATES PATENT OFFICE

2,365,533

OIL SAVER

Otto Elsebusch, Los Angeles, Calif.

Application December 13, 1943, Serial No. 514,165

3 Claims. (Cl. 222—112)

This invention relates to an oil saver, and more particularly to a multiplicity-trough can drainer.

An object of the invention is the provision of efficient and novel means for saving the oil that adheres to the side of an opened can.

Another object of the invention is the construction of an efficient apparatus wherein a series of troughs are arranged side by side, whereby cans of different sizes or capacities can be readily drained of all oil.

A still further object of the invention is the construction of a comparatively simple and efficient draining apparatus for handling different size cans, and further the production of a draining apparatus that is comparatively inexpensive to manufacture and which has a long life.

With the foregoing and other objects in view, my invention comprises certain novel constructions, combinations, and arrangements of parts as will be hereinafter fully described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claims.

In the drawings:

Figure 1 is a view in side elevation of an oil saver or can drainer constructed in accordance with the present invention, while

Figure 2 is a top plan view.

Figure 3 is a sectional view taken on line 3—3, Figure 1, and looking in the direction of the arrows.

Figure 4 is a view in front elevation.

Figure 5 is a vertical sectional view taken on line 5—5, Figure 4, and looking in the direction of the arrows.

Figure 6 is an enlarged fragmentary view of one of the troughs.

Figure 7 is an enlarged fragmentary view of one of the troughs, showing in perspective one lug, there being a plurality in each trough.

Referring to the drawings in which the preferred embodiment of my invention is illustrated, 1 designates a metallic frame comprising a base 2, two front legs or uprights 3 and two rear legs or uprights 4. The front uprights 3 are preferably made of angle irons as shown in Figure 2.

Secured at the top of the front uprights 3 and bridging the space therebetween is a hopper device 5. This hopper device comprises a relatively high apron portion 6 to prevent splashing of oil over the front, and a comparatively long inclined bib portion 7, Fig. 5 to provide for variance in depth of the discharge ends of troughs; also the bib 7 is spaced (Fig. 5) from the bottom of troughs to allow air circulation, whereby the oil runs more freely. The hopper device 5 is provided with a longitudinally extending groove 8 (Fig. 2) and at the center of this groove is a depending spout 9 that is intended to discharge oil into a suitable container or can 10 as clearly shown in Figure 5.

Two side troughs 11 and a central trough 12 constitute the trough unit of the apparatus. The central trough 12 is wider than the side troughs 11, and this trough 12 is adapted to receive three three-quart cans, whereas the side troughs are adapted to receive or hold ten one-quart cans. These troughs are preferably welded together and produce a substantial integral structure of a multiplicity-trough type. Each trough has at its center a longitudinally extending groove 13 which empties at its lower end onto bib portion 7, whence the oil runs into groove 8 and then into spout 9. On the outer longitudinal edges of the side troughs are depending flanges 14; these flanges 14 serve to strengthen the apparatus, increasing the rigidity thereof. In each trough there are aligned rows of lugs 15; preferably there are two in number of the rows. Each lug comprises a V-shape center portion 16 with outwardly extending flat flanges 17, 17, Figure 7. These lugs are welded or otherwise secured to the upper surfaces of the troughs. Each two contiguous troughs are separated by a flat bridge portion 18. These bridge portions 18 not only serve as a connecting means for the troughs, but they also serve to space the cans apart in the trough, as shown by dotted lines in Figure 3. The lugs 15 are up on the sides, so to speak, of the inner faces of the troughs, whereas the draining grooves 13 are in the middle of the troughs.

The rear or upper end of the trough unit is supported upon the upper ends of the rear uprights 4.

After the attendant or operator empties a can into a customer's motor, he can quickly place it in one of the troughs of my apparatus for draining. The can will be completely drained, as the lugs 15 keep the can tilted upwardly and free of the groove 13, as clearly shown in Figure 5. Each set of parallel lugs in each trough is adapted to efficiently receive an empty can (Fig. 5). When the bottom can has been drained, it may be removed and the rest of the cans automatically freely ripple down so that another can may be placed at the top or upper end of the trough. By the novel construction and arrangement of said lugs 15 the outside of the cans are kept from being oil-covered or gummed throughout their length, thereby keeping the cans from becoming sticky throughout their length, hence allowing

the cans a free-sliding movement in the trough.

From actual experience, it has been found that this saver or drainer performs with a high efficiency, thereby resulting in a complete draining of each can that is placed in the trough unit.

While I have described the preferred embodiment of my invention and illustrated the same in the accompanying drawings, certain minor changes or alterations may appear to one skilled in the art to which this invention relates during the extensive manufacture of the same and I, therefore, reserve the right to make such alterations or changes as shall fairly fall within the scope of the appended claims.

What I claim is:

1. In an apparatus of the class described, the combination of a frame provided with two front uprights, a hopper device extending transversely across the front of said frame and being secured to the upper ends of said front uprights, said hopper device comprising a comparatively high straight front apron portion and an inclined wide rear bib portion, said hopper device provided with a longitudinally-extending groove and with a depending spout opening upon said groove, a trough unit of different width troughs carried by said frame and extending into said hopper device above and spaced from said bib portion, and said wide bib portion accommodating the discharge ends of said different width troughs.

2. In an apparatus of the class described, the combination with a frame, of a hopper device on said frame, an open top trough emptying into said hopper device, said trough provided with a longitudinally extending groove, and can-receiving lugs on the inner face of said trough and arranged in rows at opposite sides to said groove.

3. In an apparatus of the class described, the combination with a frame, of a hopper device on said frame, an open top trough provided with a drain groove on said frame and discharging into said hopper device, can-receiving lugs on the inner face of said trough, each lug comprising a V-shape center and outwardly extending flanges, said lugs arranged in pairs, and the V-shape centers of each pair only engaging a can near its rear end.

OTTO ELSEBUSCH.