

(No Model.)

A. E. KUHN'S.
CAN FOR OIL, &c.

No. 481,233.

Patented Aug. 23, 1892.

FIG. 1.

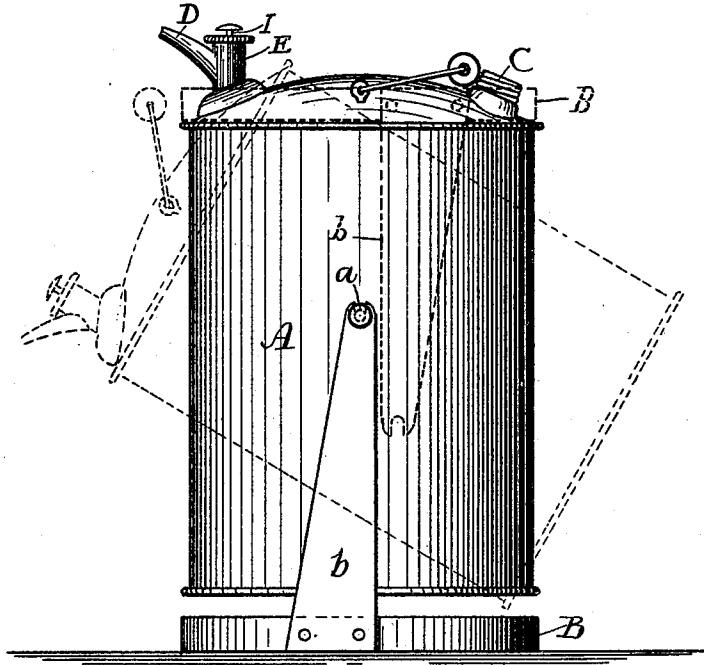


FIG. 2.

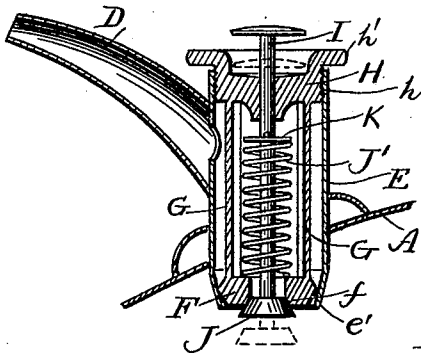


FIG. 3.

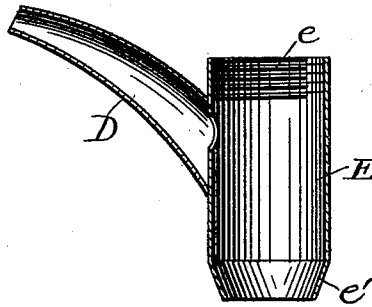
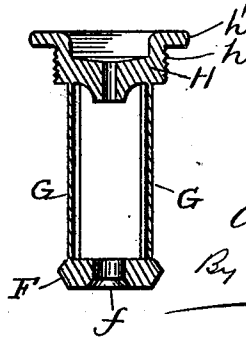


FIG. 4.



Witnesses:
J. Halpenny
Geo. F. Bailey

Inventor:
Arthur E. Kuhns
By Bradley & Hopkins
His Attorneys

UNITED STATES PATENT OFFICE.

ARTHUR E. KUHN, OF CHICAGO, ILLINOIS.

CAN FOR OIL, &c.

SPECIFICATION forming part of Letters Patent No. 481,233, dated August 23, 1892.

Application filed March 12, 1892. Serial No. 424,674. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR E. KUHN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Cans for Oil and other Fluids, of which the following is a specification.

Heretofore cans have been provided with trunnions that project horizontally from their sides and rest in bearings in a suitable stand, so that the can may be tilted for pouring out its contents.

The objects of the present invention are to improve the construction of the stand for tilting cans, so that when packed for shipping it will protect the spout and top of the can, and to provide a spring-seated valve that is particularly adapted for use on a tilting can, but which may be used on cans and other vessels that are stationary.

To these ends the invention consists in certain features of novelty that are particularly pointed out in the claims hereinafter.

In the accompanying drawings, which are made a part of this specification, Figure 1 is a side elevation of a can embodying the invention, the can being shown by full lines in its normal or upright position and by dotted lines in its tilted position. Fig. 2 is an axial section of the spout and valve, the full lines showing the positions of the parts when the valve is seated and the dotted lines showing their positions when the valve is unseated, Fig. 3 is an axial section of the spout and its attached accessories. Fig. 4 is an axial section of the valve-seat and its attached accessories.

A represents the can proper, having on its sides horizontally-projecting trunnions *a*, which are situated diametrically opposite each other and above the center of gravity of the can.

B represents a sheet-metal base-ring, from which project upward standards *b*, notched for the reception of the trunnions. The standards partially embrace the front part of the can and thus form a stop for preventing the top of the can from tilting backward. When packed for shipping, the stand is inverted and the base-ring, being of smaller diameter than

the top of the can, may be rested upon it, so that it will project upward therefrom, as indicated by dotted lines in Fig. 1, so that it takes up no room and at the same time protects the spout and other parts that are on the top of the can from injury.

C is the screw-cap closing the filling-aperture, and D is the spout proper, the inner end of which communicates with the interior of a tube E, which is open at both ends and is secured in an opening in the top of the can, so that its inner end is in open communication with the interior thereof. Near its outer end this tube is provided with screw-threads *e*, and at or near its inner end it is contracted to form a bearing *e'* for the valve-seat F. I prefer to make this bearing in the form of a gradually-tapering contraction; but, if desired, it may take the form of a more abrupt contraction, or it may be a shoulder of any other character.

The valve-seat consists of a ring, and the seat proper is formed on the under side thereof, around the opening *f*. It is secured to the ends of two (more or less) legs G, the other ends of which are secured to a cap H, having threads *h*, adapted to engage the threads *e* of the tube E, and having an enlarged milled head *h'* for convenience in screwing it in place and for removing it. The legs are preferably cast with the cap and valve-seat and form a strut for holding them apart, so that when the cap is screwed in the valve-seat will be wedged into the contracted portion of the tube and thereby form a tight joint. The outer circumference of the seat is preferably of V shape, so as to cause it to bite the tube and thereby insure a perfectly-tight joint. I do not, however, limit myself to this particular manner of forming this joint.

I is the valve-stem, which passes through an opening in the cap H and through the opening of the valve-seat and carries the valve J, which seats outward, said valve being held normally seated by a coiled spring J', which is situated within the tube E and exerts its expansive force in opposite directions against the upper side of the valve-seat and the under side of a pin K, carried by the valve-stem. By pressing upon the outer end of the valve-stem the resistance of the spring

is overcome and the valve is unseated, as indicated by dotted lines in Fig. 2, and if while the parts are in these positions the can be tilted, as indicated by dotted lines in Fig. 1, the contents will flow through the opening *f* into the tube E and thence through the spout D. By rigidly connecting the valve-seat F with the cap H, the former will be removed with the latter, the opening at the outer end of the tube E being large enough to permit it, and in this way access may be had to all of the parts for repairing or cleaning them.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a can, of a removable stand having standards *b*, to which the can is pivoted, and a base-ring B, consisting of a band or hoop of less diameter than the top of the can, which when packed for shipping rests upon the top of the can and projects upward therefrom, whereby it protects the parts attached thereto, substantially as set forth.

2. The combination, with a can, of the tube E, communicating with the interior thereof and having a bearing *e'* for the valve-seat, the spout D, communicating with said tube, a cap closing the outer end of said tube, a removable valve-seat, means for holding it against the bearing *e'*, a valve-stem passing through the cap and valve-seat, a valve secured to said stem and adapted to seat outward, and a spring engaging the stem and

holding the valve normally seated, substantially as set forth.

3. The combination, with a can, of the tube E, communicating with the interior thereof and having a bearing *e'* for a valve-seat, the spout D, communicating with said tube, the screw-cap H, closing the outer end of said tube, the valve-seat F, means connecting the valve-seat and screw-cap, whereby the seat is forced against its bearing by the screwing on of the cap, a valve-stem passing through the cap and valve-seat, an outward seating-valve secured to said stem, and a spring holding said valve normally seated, substantially as set forth.

4. The combination, with a can, of the tube E, communicating with the interior thereof, the spout D, communicating with said tube, the bearing *e'* in said tube, the screw-cap H, closing the outer end of the tube, the valve-seat F, a strut rigidly connecting the cap and valve-seat, so that when the former is screwed in the latter is forced against the bearing *e'*, a valve-rod extending through the screw-cap and valve-seat, an outward seating-valve secured to the valve-stem, and a spring for holding said valve normally seated, substantially as set forth.

ARTHUR E. KUHNS.

Witnesses:

L. M. HOPKINS,

J. HALPENNY.