

J. G. BURCH & W. R. TAYLOR.
OIL CAN.

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959,711.

Patented May 31, 1910.

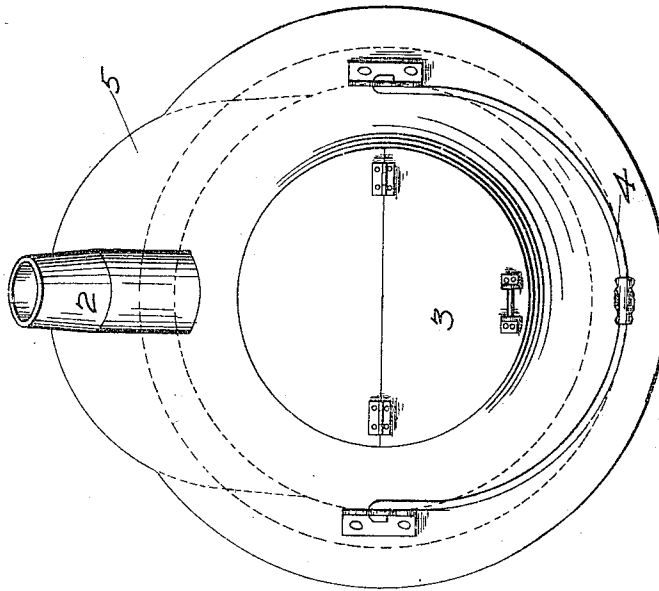


Fig. 2.

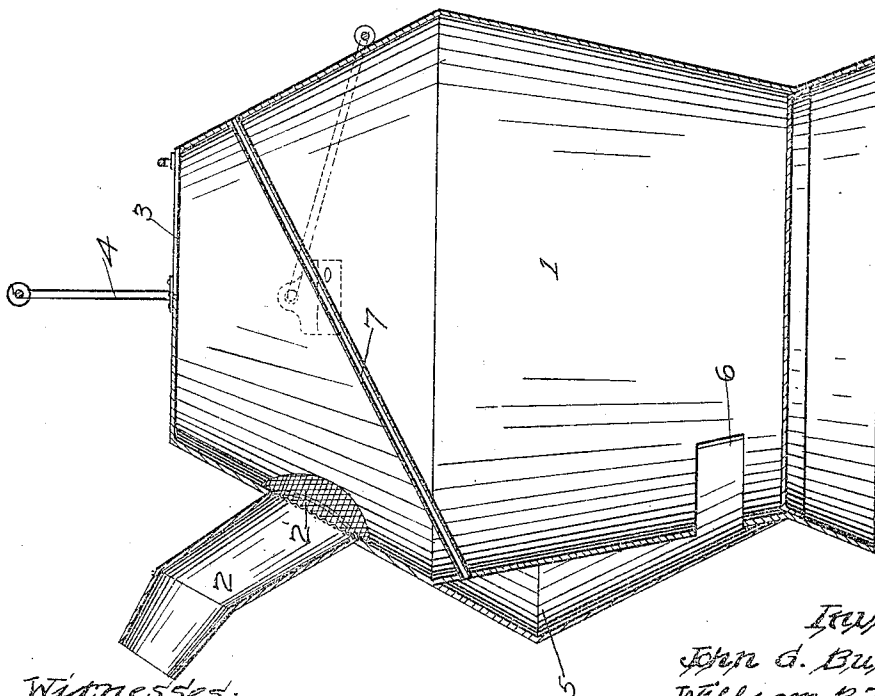


Fig. 1.

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UNITED STATES PATENT OFFICE.

JOHN G. BURCH AND WILLIAM R. TAYLOR, OF CHICAGO, ILLINOIS.

OIL-CAN.

959,711.

Specification of Letters Patent.

Patented May 31, 1910.

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To all whom it may concern:

Be it known that we, JOHN G. BURCH and WILLIAM R. TAYLOR, citizens of the United States, residing at Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Oil-Cans, of which the following is a specification.

Our invention relates to improvements in oil cans especially adapted for use in filling the tanks of automobiles, gasoline boats, etc. The commercial gasoline usually employed for this purpose always contains a certain percentage of water which it is important to remove before the same is supplied to the engine.

The object of our invention is to provide an oil can which will remove water from gasoline, oils or similar substances in the act of pouring.

Our invention consists in the combination and arrangement of parts hereinafter described and claimed.

In the drawings Figure 1 is a vertical section of an oil can embodying our invention, and Fig. 2, a top plan view of the same.

The oil can 1 may be of any of the usual or desired constructions and is provided with the usual pouring spout 2, strainer 2', lid 3 and handle or bail 4. Under the spout 2 is provided a water trap compartment 5 having an opening 6 into the can near the bottom. An air tube 7 leads from the upper portion of trap 5 across the upper portion of the can 1 and communicates with the atmosphere.

In pouring the gasoline or oil will pass through the spout 2 but the water being heavier will pass into the trap compartment 5 and thus be prevented from pouring out through the spout 2 with gasoline or oil. The tube 7 serves as an outlet for the air which would otherwise be trapped in compartment 5. The action of the water trap compartment 5 is as follows. When the can is first filled with gasoline or oil the same passes into compartment 5 owing to the escape of air through tube 7. However, in

pouring, the water being heavier than the gasoline or oil, will flow into the trap compartment 5, which then becomes the lowest portion of the can, and displace the gasoline therein. The capacity of compartment 5 should be large enough to contain all of the water contained in the gasoline or oil or even a little larger. After each pouring, the contents of the trap compartment 5 are emptied out and thrown away, and thus the water is removed from the gasoline or oil.

While we have illustrated and described the preferred construction for carrying our invention into effect this is capable of modification without departing from the spirit of the invention. We, therefore, do not wish to be limited to the exact construction set forth but wish to avail ourselves of such changes and modifications as come within the scope of the appended claims.

Having described our invention what we claim as new and desire to secure by Letters Patent is:

1. In a device of the class described, the combination with a can provided with a spout, of a water trap located under the spout and opening into the can near the bottom, a tube leading from the top of said water trap said tube communicating with the outside atmosphere, substantially as described.

2. In a device of the class described, the combination with a can provided with a spout, of a water trap located under the spout and opening into the can near the bottom, and a tube leading from the top of said water trap across the upper portion of the can and communicating with the outside atmosphere, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

JOHN G. BURCH.
WILLIAM R. TAYLOR.

Witnesses:

JOSHUA R. H. POTTS,
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