W. R. HALLOCK.

Oil-Cans.

No. 145,999. Patented Dec. 30, 1873.

Fig. 1.

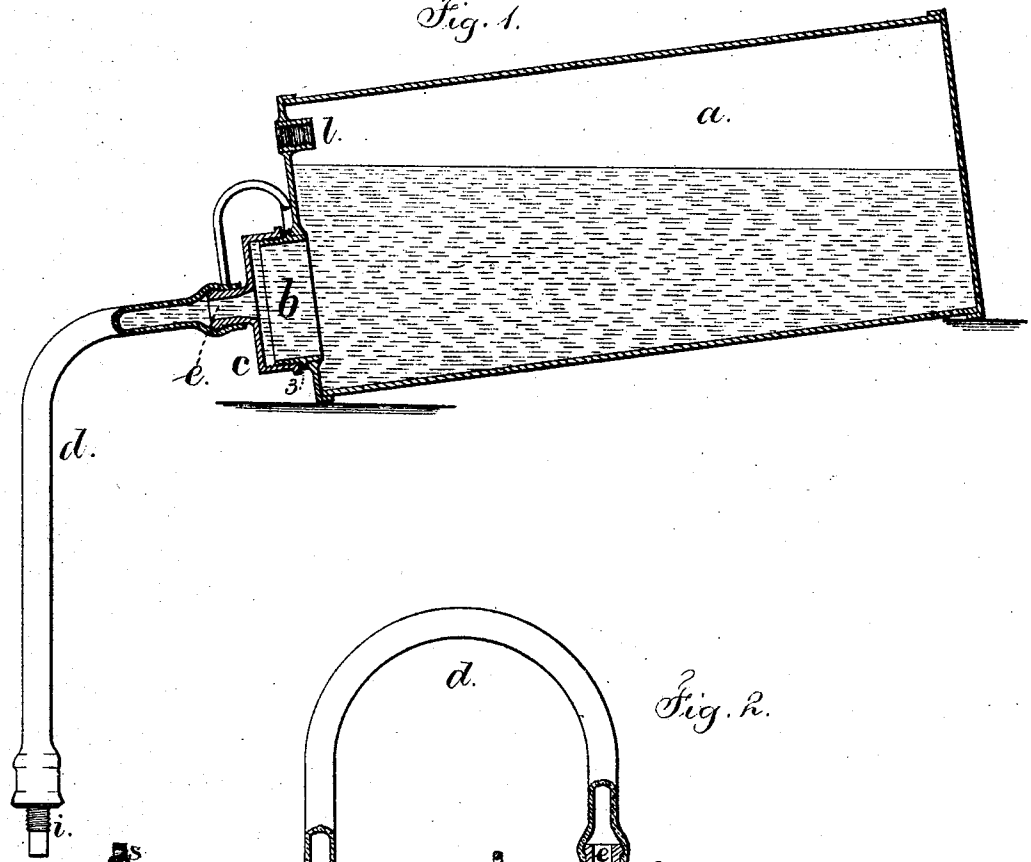
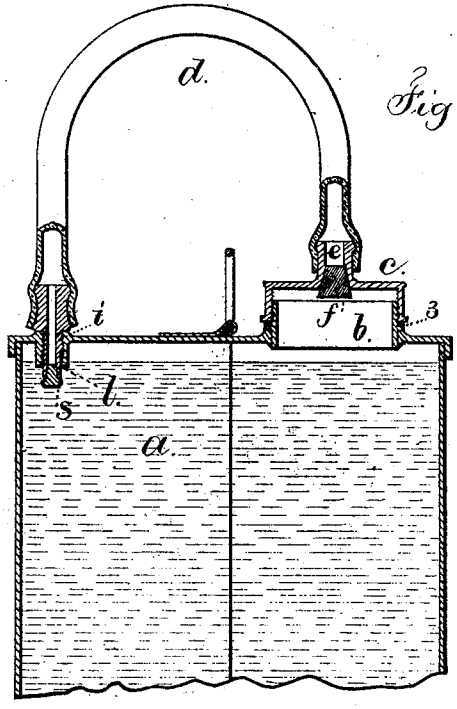


Fig. 2.



Witnesses

Chas. H. Smith

Geo. T. Pinckney

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per L. W. Serrell

atty

UNITED STATES PATENT OFFICE.

WILLIAM R. HALLOCK, OF WESTFIELD, NEW JERSEY, ASSIGNOR TO HIMSELF AND PIERSON & MOREHOUSE, OF SAME PLACE.

IMPROVEMENT IN OIL-CANS.

Specification forming part of Letters Patent No. **145,999**, dated December 30, 1873; application filed November 15, 1873.

To all whom it may concern:

Be it known that I, WILLIAM R. HALLOCK, of Westfield, in the county of Union and State of New Jersey, have invented an Improvement in Oil-Cans, of which the following is a specification:

Cans made of tin are extensively used for holding kerosene and other inflammable oils; and to these cans metal nozzles have been applied, and also plugs or stoppers, that are removed for filling the can. These cans are useful especially in transportation, because they are generally tightly closed; but when the consumer endeavors to pour the oil from such can, there is generally considerable waste from the oil being spilled. This is particularly the case when an attempt is made to pour the oil directly from the can into the lamp. In some cans the nozzle is soldered up, involving difficulty in opening the same, and rendering it necessary to resolder the cap when the can is refilled.

My invention is made for facilitating the pouring of the oil directly from the portable can into the lamp, and also for allowing the air to enter the can as the oil runs out, and the can can be refilled from time to time with facility.

I make use of a flexible pipe, connected at one end with a removable cap to the filling-neck, and at the other end the flexible pipe serves to close the air-vent, so that when the flexible pipe is in use for pouring the oil from the can the air-vent is open, and when not in use the said flexible pipe is closed by applying it to the air-vent, and in so doing the escapeof vapors from the can is prevented.

In the drawing, Figure 1 is a section of a can in position for pouring the contents through the flexible pipe, and Fig. 2 is a section of the can with the parts in their normal position for transportation.

The can *a* is to be of any desired size or shape, and the filling opening or neck *b* is, by preference, made with a screw-thread for receiving the screw-cap *c*, to which the flexible tube *d* is applied, the same, by preference, being connected to a metal thimble or short tube, *e*. The moving end of the flexible tube *d* is shown as provided with a short screw-nozzle, *i*, that serves to connect the end of said tube with the air-vent *l*, so that said vent can be closed by screwing the nozzle into such vent after winding the flexible tube back in the opposite direction.

When prepared for transportation, the tube *e* should be closed by a stopper, *f;* or a disk may be substituted, its edges being confined by the screw-cap *c*, and a washer should be applied at 3. The stopper or disk prevents the escape of oil, if the flexible tube becomes injured in transportation.

By removing the stopper or disk and replacing the cap, the can is prepared for use, and the can may be laid upon its side, to be in position for use, by simply unscrewing the nozzle and turning the tube down and entering its end into the lamp or other receptacle. By pinching the flexible tube, the flow of oil may be stopped, and the end of the tube be reclosed by entering it at the air-vent.

The flexible tubing is to be of a material that will not be injured by the oil with which it is used, such tubing being known and adapted to use with kerosene, benzine, &c.

A screw-stopper, *s*, may be applied at the end of the nozzle *i*.

I claim as my invention—

The flexible tube connected at one end to the oil-can, in combination with the vent or air-tube of the can, that is closed by the moving end of such flexible tube, substantially as set forth.

Signed by me this 12th day of November, A. D. 1873.

W. R. HALLOCK.

Witnesses:

GEO. D. WALKER,

GEO. T. PINCKNEY,

CHAS. H. SMITH.