

L. B. FOSS.
CAN-NOZZLE.

No. 172,010.

Patented Jan. 11, 1876.

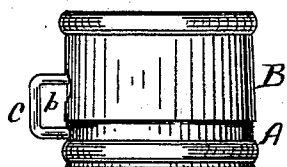


Fig 1.

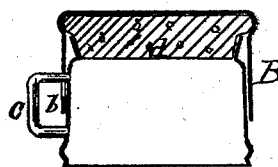


Fig 2.

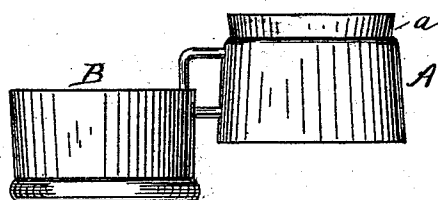


Fig 3

WITNESSES.

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UNITED STATES PATENT OFFICE.

L. BACON FOSS, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN CAN-NOZZLES.

Specification forming part of Letters Patent No. **172,010**, dated January 11, 1876; application filed October 1, 1875.

To all whom it may concern:

Be it known that I, L. BACON FOSS, of Boston, in the State of Massachusetts, have invented an Improvement in Cap and Neck for Kerosene and other Cans, of which the following is a specification:

This invention consists in the adaptation of a cork to the cap of a can, so as to project taperingly downward from the cap, smallest at its lower extremity, while at the same time the upper part of the neck is so formed as to have formed upon it a slightly-conical seat, upon and within which the cork shuts.

Heretofore, in making copper necks for cans, where cork has been used, the end of the neck or nozzle has been formed with a sharp edge to cut into the cork and make its seat. This is injurious, and soon leads to the destruction of the cork.

I take the neck of the can, and, as shown at *a* in the drawings, I bend it inward, so as to form a conical seat inclined inward and downward, with a smooth interior edge. I then make the cork long enough to project within the interior of this seat, and shape it so that its sides press against the metal, and a part of its lower surface fits the conical seat.

The best way of forming the seat is by an indentation, V-shaped, spun on the neck of the can near the top, so that the metal projects inward and upward all round, and then turns and projects outward and upward. This gives a smooth inner edge to the seat, slightly

rounded, as shown in the drawings. In these *A* is the neck, and *B* is the cap. The cap has a vertical slot, *b*, on its back, and the neck has a staple, *c*, which passes through the slot in the cap, and unites the two together by a hinge, which must be so constructed and proportioned as to allow the front of the cap to clear the neck when lifted up. The slot must not be so long upward as to come when the cap is on upon the indentation employed to form the seat, and the taper of the neck and the lower extension of the slot must be so arranged that the cap will bind on the sides of the neck below when shut, and the diameter at this point shall be greater than the diagonal from a point just below the staple to the upper opposite edge of the cone of the neck. The cork *d* fits the cap *B* tightly at the top, and tapers away from the sides of the cap, so that its end fits tightly the inside of seat *a*, while its sides are compressed upon the upper surface of said seat. The cork by this means is subject to but slight wear.

I claim—

In combination with the flaring upper end *a* of the neck *A*, and with the cap *B*, the conical cork *d*, attached to said cap, and arranged to fit within said flaring end, substantially as and for the purpose shown.

L. BACON FOSS.

Witnesses:

EBEN WOODSUM,
THOS. WM. CLARKE.