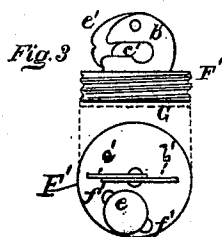
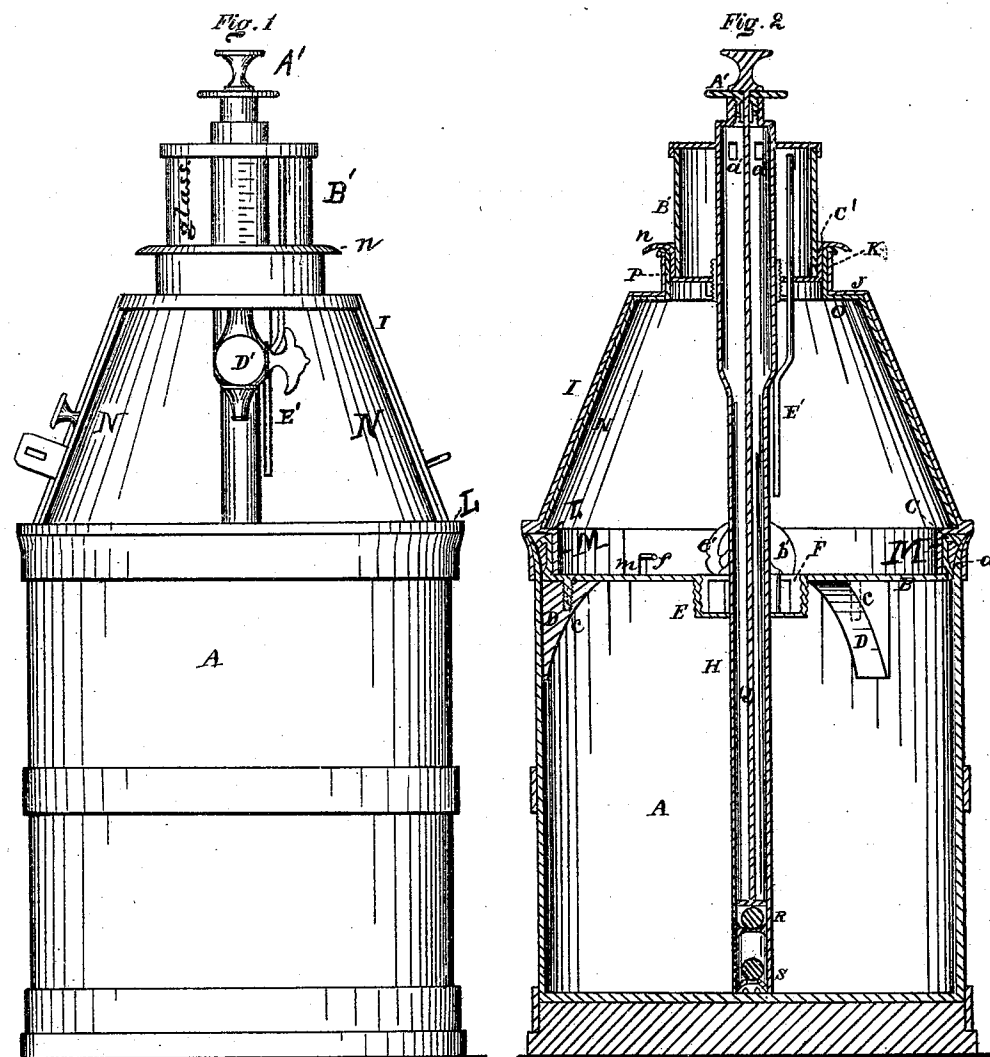


W. H. & W. J. CLARK.

OIL-CAN.

No. 179,683.

Patented July 11, 1876.



Witnesses

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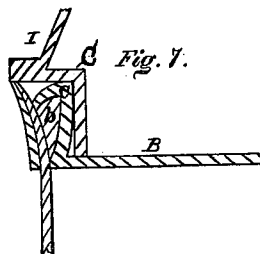
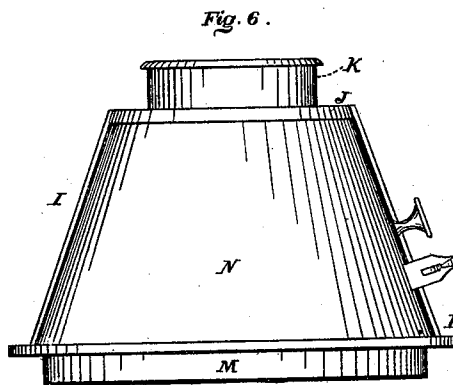
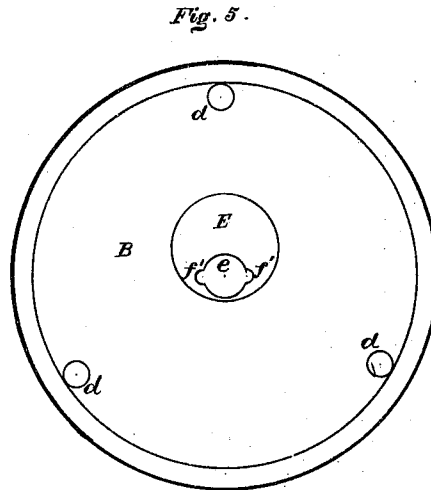
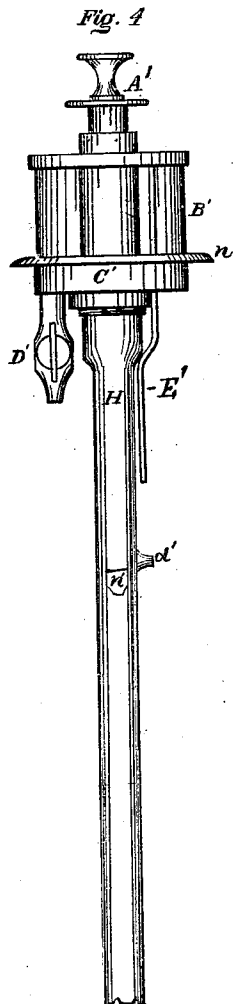
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UNITED STATES PATENT OFFICE.

WILLIAM H. CLARK AND WILLIAM J. CLARK, OF SALEM, OHIO.

IMPROVEMENT IN OIL-CANS.

Specification forming part of Letters Patent No. **179,683**, dated July 11, 1876; application filed April 15, 1876.

To all whom it may concern:

Be it known that we, W. H. CLARK and W. J. CLARK, of Salem, in the county of Columbiana and State of Ohio, have invented new and useful Improvements in Oil-Cans, of which the following is a description, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front view of the can. Fig. 2 is a vertical section. Figs. 3, 4, 5, 6, and 7 are detached sections.

Like letters of reference refer to like parts in the several views.

The object of this invention is to produce a can or tank in which to hold oil, either for transportation in bulk or for being drawn therefrom for immediate use, and which is also constructed to protect the oil from fire and other accidents, thereby obtaining safety as well as convenience in handling the oil.

A more full and complete description of the invention is the following:

In the drawing, A represents the body of the can or tank. The inner edge of the mouth of the can is slightly flaring, as will be seen at *a* in Fig. 2, and thereto is secured in an oil-tight manner a detachable sunken cover or head, B, in the following manner: The outer side of the flange C, Fig. 2, of the head, (seen more clearly in Fig. 7,) is made slightly curving transversely, forming an annular groove, in which is fitted a ring-packing, *b*, which, when the head is put on the can, is forced tightly between the flange and the flaring edge of the mouth, thereby making the contact of the head with the can oil-tight. The head is held in connection with the can by screws *c*, Fig. 2, passed through the holes *d*, Fig. 5, in the head, and screwed into the lugs D, Fig. 2, secured to the inside of the can. Three screws are used for this purpose, but there may be more or less, according to the size of the can.

In about the center of the head is made a recess, E, Fig. 5, forming a boss on the lower side, as will be seen at F in Fig. 2, within which is formed a female screw, to which is fitted a screw-stopple, F', a detached view of which is shown in Fig. 3. Said stopple consists of a metal shell, wherein is fitted a cork, G, or other suitable material, which is allowed to project a little beyond the edge of the shell,

so that on screwing in the stopple it will be forced upon the bottom of the recess, and thereby made to close tightly the hole *e* in the bottom, through which the can is filled, and the oil drawn therefrom by means of the pump H, inserted therein, as will be seen in Fig. 2. A corresponding hole is made in the stopple for the passage of the pump, as will be seen in Fig. 3. Hence the pump can be used for drawing oil from the can without removing the stopple, as will be seen in Fig. 2, which represents the stopple in the head, and the pump in place. When the pump is withdrawn the hole in the head in which it was inserted can be closed effectually by screwing down the stopple. The can when in this dismembered condition may be used for the transportation of oil, in which event the hood I must be removed.

The hood referred to is in shape a truncated cone, covering about one-half of the head of the can. The top of the hood is in part covered by a horizontal rim, J, Fig. 6, the inner edge of which is turned up, forming a standing collar, K. The base of the hood is secured to a ring, L, having a depending flange, M, the purpose of which will presently be shown.

N is a revolving door fitted to the inside of the hood. The top of the door is truncated, and in part covered by a horizontal rim, O, Fig. 2, the inner edge of which is struck up, forming a standing collar, P, like that of the rim and collar of the hood, and inside of which the rim and collar of the door are closely but loosely fitted, so that it may revolve therein.

It will be seen in Fig. 2 that the edge of the collar P is turned over upon the edge of the collar of the hood, and whereon the door is in part supported while being opened and closed. Said collar P, in its connection with the collar K, forms a swivel-like joint for the rotation of the door. The lower edge of the door rests upon the ring L, and is partially supported thereby.

The hood and door are secured to the top of the can by means of the dependent flange M, which is of a size to fit snugly within the sides of the head, and which is prevented from turning around upon the head by a pin, *f*, Fig. 2, projecting from the rim of the head into a notch, *m*, cut in the flange of the hood,

thereby preventing the hood from revolving on the head while opening and shutting the door, but which, however, will not prevent the removal of the hood from the can. Instead of the flange, depending lugs may be used in connection with the pin *f*. The flange is preferred, as it stiffens the ring *L*.

The pump *H* referred to is an ordinary lifting one, whereof *Q* is the pump-rod, *R*, a valve attached thereto, and *S* the stationary valve. The pump is worked from the outside by a knob, *A'*. To the upper end of the pump is secured a receiver, *B'*, constructed either wholly or in part of glass. The receiver is attached to the hood by means of a collar, *O'*, Fig. 4, made to fit loosely in the collar *P* of the door. A rim, *n*, projects over both collars *K* and *P*, and prevents the receiver from passing too far into the hood. *D'* is a stop-cock opening into the receiver. *E'* is a ventilator and return-pipe. *a'*, Fig. 2, are outlets, through which the oil flows into the receiver from the pump. Said pump is locked in the hood by a catch, *b'*, Fig. 3, secured to the top of the screw-stopple, in the notch *c'* of which is received a nib, *d'*, Fig. 4, projecting from the side of the pump, which, when the pump is inserted in the hood, a partial turn of the pump brings the nib into the notch, and thus prevents the pump from being lifted out. A detent, *e'*, falls over the opening of the notch and prevents the nib from being turned out therefrom.

It will be seen that on each side of the hole *e*, Fig. 5, is made a notch, *f'*, the purpose of which will presently be shown.

As aforesaid, the above-described can may be used for transporting oil in bulk. To this end the hood and pump are to be removed, leaving only the head in the can. The body of the can, with its removable head fixed therein, now remaining, is filled through the hole *e* in the head, from which the pump was removed, and, when full, is stopped by screwing down the stopple *F'* upon the bottom of the recess, thereby closing the hole *e* by the

stopple, the cork filling of which making it oil-tight.

The can when used simply for holding oil for immediate use is in the condition shown in Fig. 1. The oil to be drawn therefrom is pumped into the receiver, which has a holding capacity of a certain amount when filled up to the end of the pipe *E'*, into which the oil will then flow, and be returned into the can.

The oil flows from the pump into the receiver through the openings *a' a'*, Fig. 2, and it is drawn therefrom by the cock *D'* into a vessel under it upon the head *B*. The drippings and waste, if any, will fall upon the head, and flow back into the can through the notches *f' f'*, which may be closed, when not needed for drainage, to prevent the escape of gas or leakage of oil if the can is tilted in moving it, by turning the pump partially around, thereby bringing the nibs *n'*, Fig. 4, on the sides of the pump, respectively, over the notches referred to, and which may all be locked up in the hood by the revolving door *N*, thereby rendering the contents of the can safe from fire, and from being tampered with.

We claim—

1. In combination with the body *A*, the detachable hood *I*, constructed with a ring or rim, *L*, and dependent flange *M*, provided with a notch, *m*, adapted to engage a pin, *f*, substantially as and for the purpose set forth.

2. The combination of a detachable or permanent head of an oil-can, the screw-stopple *F'*, having an orifice for the reception of a pump, and the pump, operated in the manner substantially as and for the purpose set forth.

3. In combination with a pump provided with a nib, *d'*, the catch *b'*, detent *e'*, screw-stopple *F'*, and can *A*, substantially in the manner as described, and for the purpose set forth.

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Witnesses:

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LUCIEN L. GILBERT.