

J. Ruegg,
Bung,
No 70,024, Patented Oct. 22, 1867.

Fig. 1.

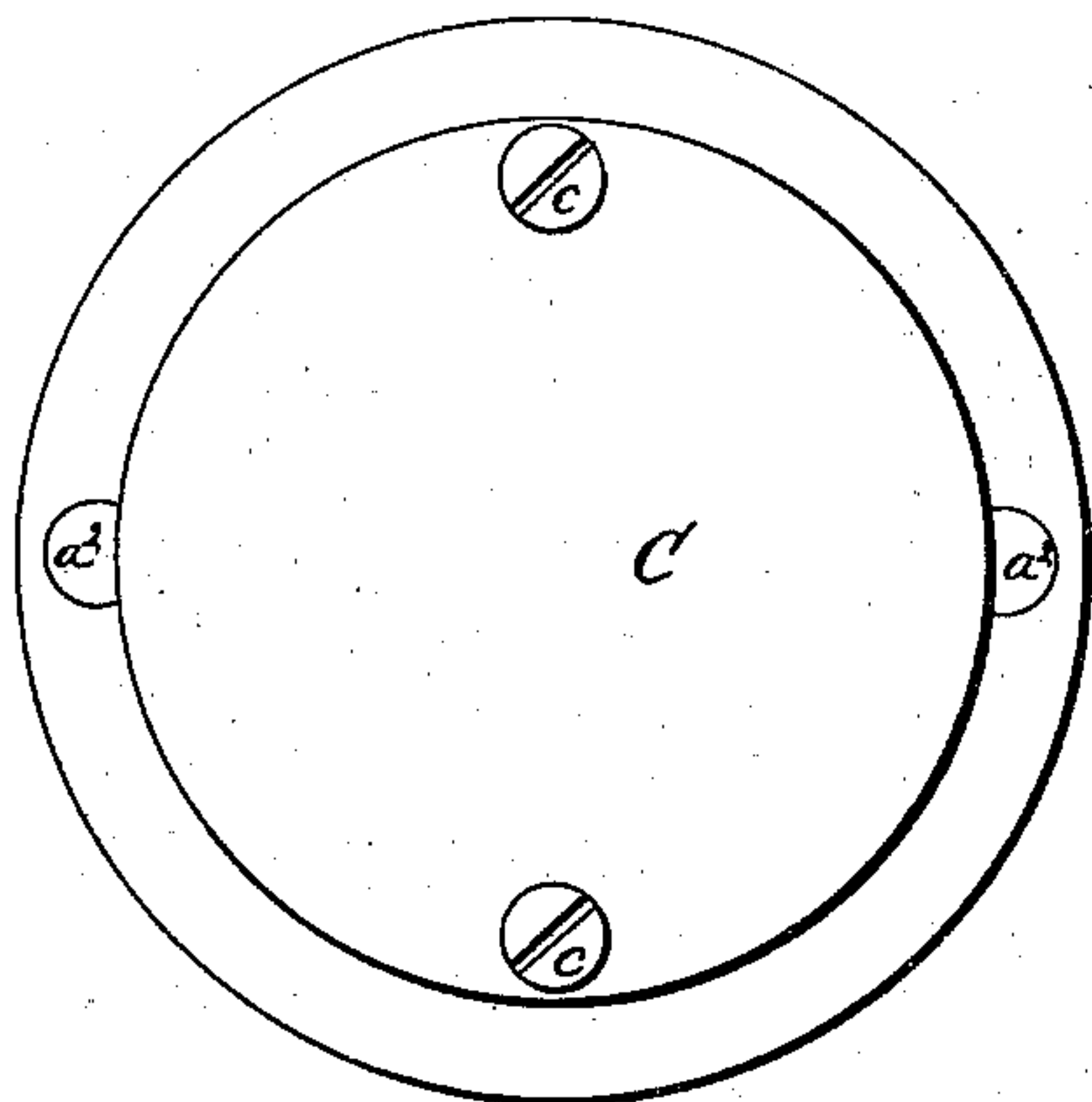


Fig. 2.

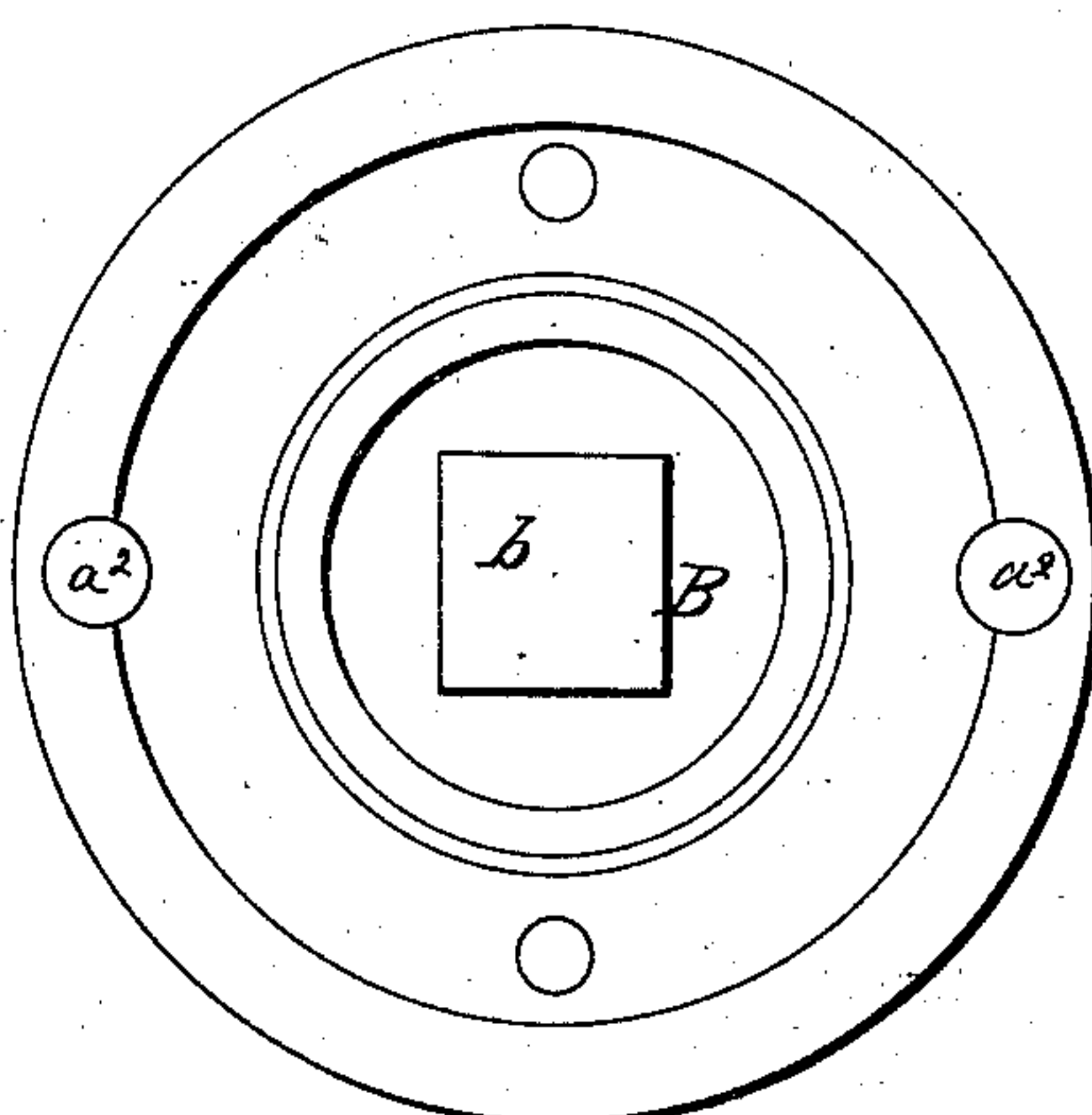


Fig. 3.

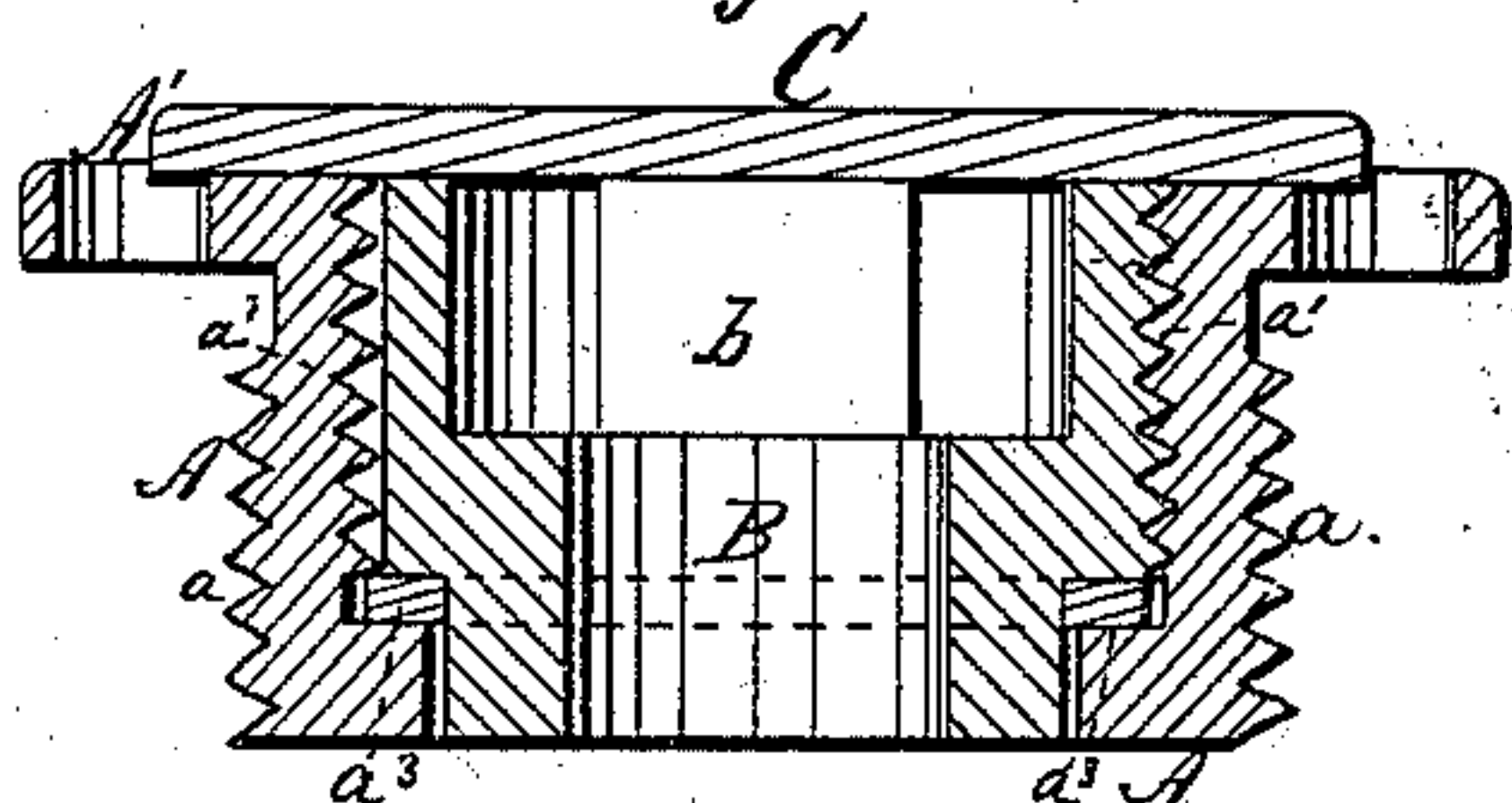


Fig. 4.

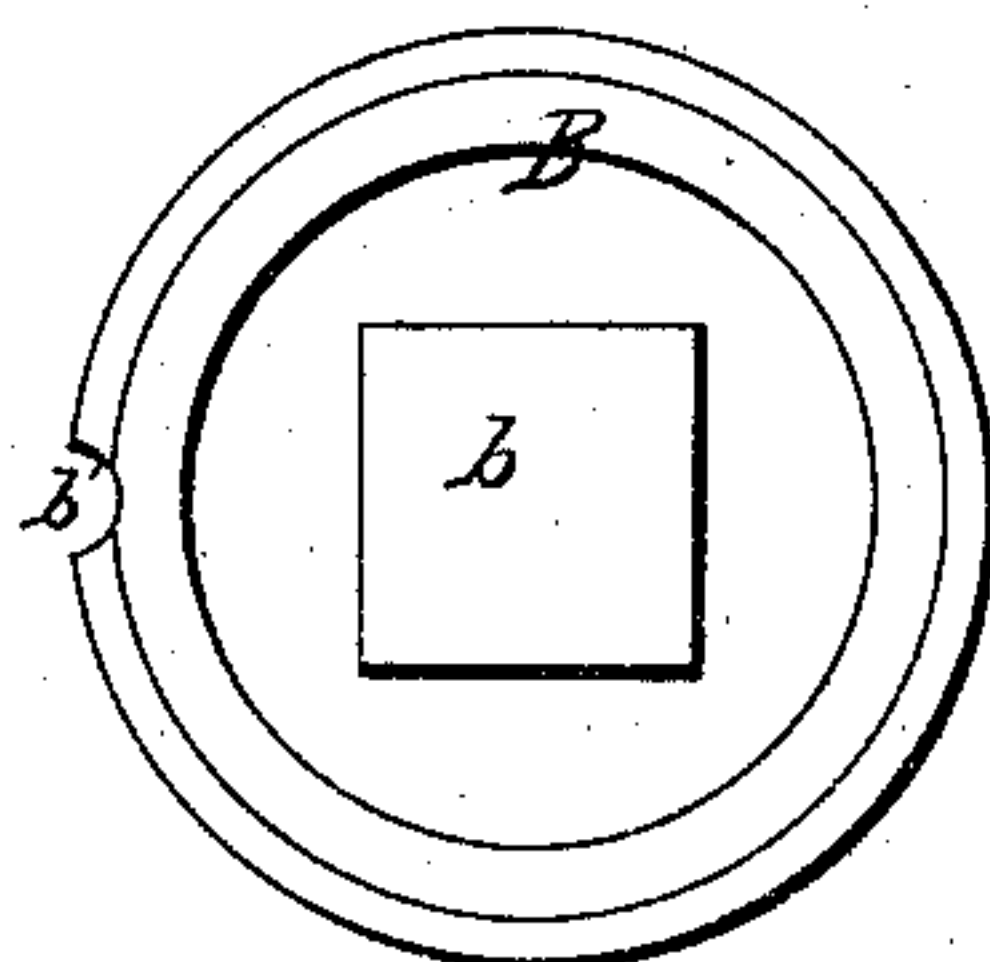
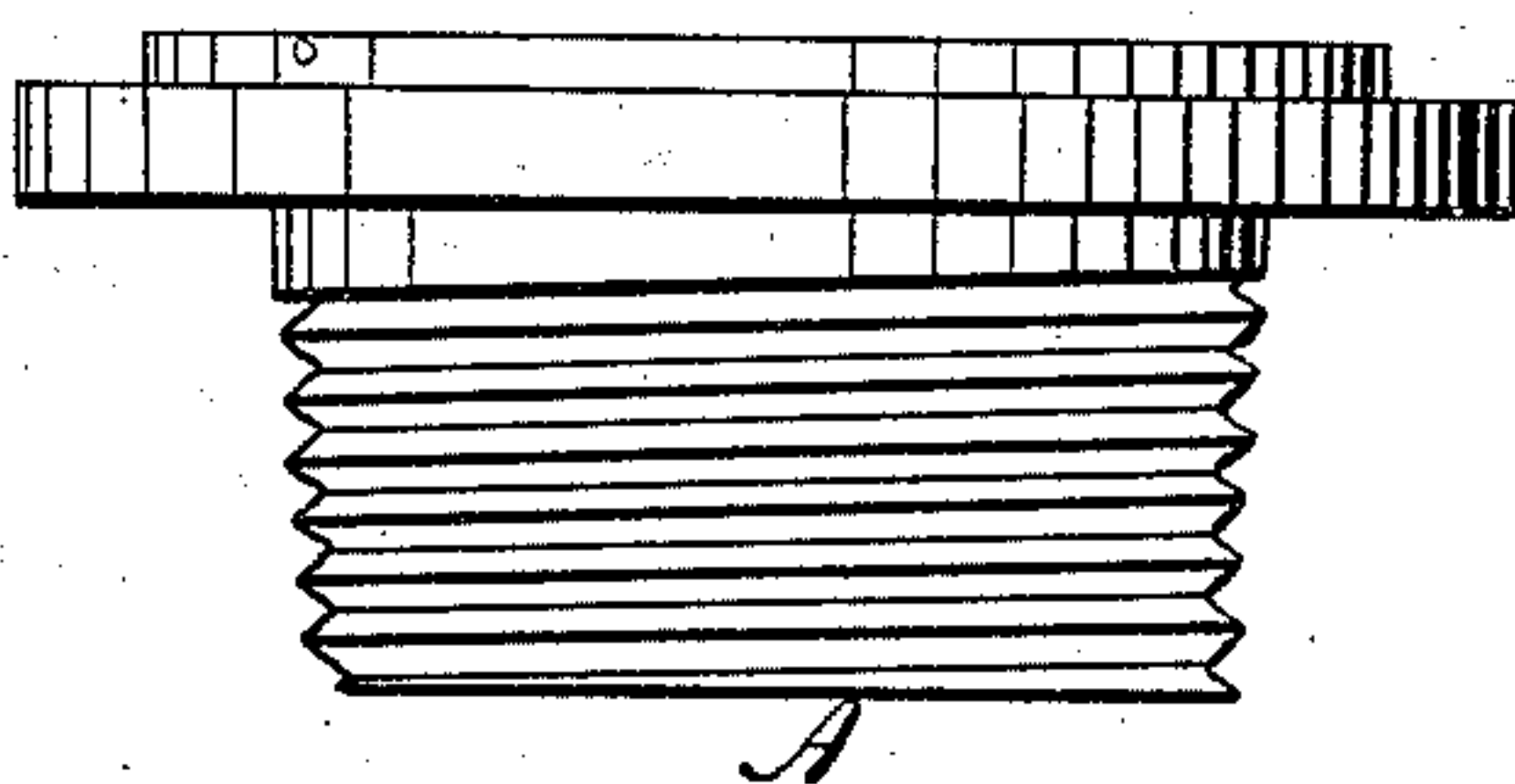


Fig. 5.



Witnesses;

H. Pauls

J. Beschestobill

Inventor;

John Ruegg

By his Attys

W. Randolph & Co.

United States Patent Office.

JOHN RUEGG, OF ST LOUIS, MISSOURI, ASSIGNOR TO J. G. MARRIOTT,
OF SAME PLACE.

Letters Patent No. 70,024, dated October 22, 1867.

IMPROVEMENT IN BUNGS AND BUSHES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN RUEGG, of St. Louis, in the county of St. Louis, and State of Missouri, have made certain new and useful Improvements in Bungs for Barrels; and I do hereby declare that the following is a full and clear description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The object of this invention is to produce a bung and bushing for beer and other barrels that will be capable of enduring the rough usage that bungs are usually subjected to by being continually inserted and withdrawn from barrels. I am well aware that iron bushings have before been used for barrel-bungs, but they have always been attached to the barrel by means of rivets alone, and consequently have readily become loosened. Into these metallic bushings wooden plugs have been driven, and these have, as a matter of course, caused the barrel to be pounded with a heavy instrument, for the purpose of the withdrawal of the bung, and this pounding has, as it inevitably must, caused the rapid destruction of that stave of the cask in which it was placed. Then the bung was so securely driven in that much time and labor were required to withdraw it, and it was consequently difficult and tedious to withdraw the bung slightly for the purpose of giving vent to the cask. To remedy these evils, and more especially the last, is the object of the present invention. In this case a metallic bushing is used, which is to be both screwed into the stave and riveted to it. Then the bung is screwed into the bushing, and a cap-plate screwed down over it, so as to thoroughly protect it during transportation. An air-channel is cut in one side of the bung, for the purpose of admitting air to the interior of the cask for vent, when the bung is but slightly withdrawn.

To enable those skilled in the art to make and use my improved bung, I will proceed to describe its construction and operation.

Figure 1 of the drawings is a plan of the improved bung and bushing.

Figure 2 is a plan of the same, having the exterior cap removed.

Figure 3 is a sectional elevation.

Figure 4 is a plan of the bung without the bushing.

Figure 5 is a perspective view of another form of my invention.

The bushing consists of a neck-piece, A, and a flange, A'. The neck-piece A has both its interior and exterior surface provided with screw-threads. The exterior threads a are for the purpose of screwing the bushing into the bung-stave, while the threads a' , or the interior threads, are for the purpose of securing the bung into the bushing. In addition to the threads a , as a means of securing the bushing to the stave, the flange A' is provided with a series of holes, a^2 , through which rivets are to be inserted and secured to the stave. The bung B is a cylindrical stopper, with screw-threads on its periphery adapted to fit the screw-threads a' of the bushing. The top end of the bung is recessed, so as to form a central square shank, b , adapted to the application of a wrench for the purpose of screwing the bung into the bushing. On one side of the bung is a channel, b^1 , as seen best in fig. 4. When the bung is screwed down tightly into the bushing its bottom end will form a tight joint on the packing a^3 , which rests upon an annular seat formed on the interior of the bushing, but when the bung is slightly unscrewed a sufficient amount of external air will pass through the channel b^1 to afford vent for the barrel, and in this manner just enough and no more air may be admitted to afford the required vent, and the contents of the barrel will in consequence remain sweet a longer time than if the air were allowed to enter in larger volumes. When the bung is screwed down tightly into its bushing a cap-plate, C, is to be placed over it, and secured to the bushing-flange by means of the screws c .

Fig. 5 represents another form of my invention, in which the outer surface of the bushing is made conical, the taper being downward, so that the bushing may be screwed more tightly into the stave.

Having described my invention, what I claim is—

1. The bushing A A', when provided with screw-threads a a' and rivet-holes a^2 , and with a cap or lock-plate, C, as described and for the purpose set forth.

2. I claim the bung B, when provided with screw-threads, by means of which to secure it to the bushing, and the vent-channel b^1 , and wrench-shank b , as and for the purpose shown and described.

In testimony of which invention I hereunto set my hand in presence of—

JOHN RUEGG.

Witnesses:

M. RANDOLPH,

S. M. RANDOLPH.