

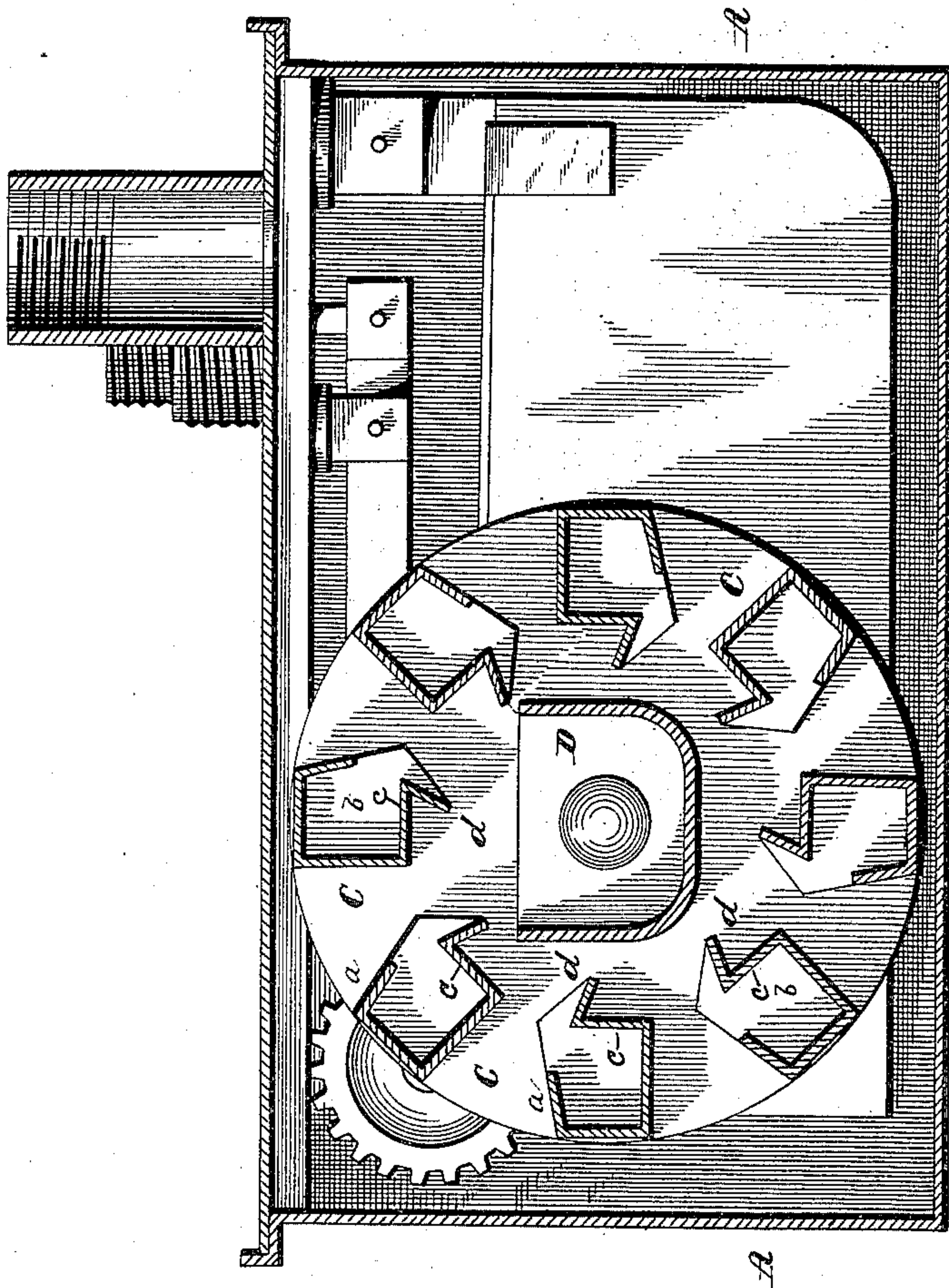
(No Model.)

W. M. JACKSON.

BUCKET FOR MEASURING WHEELS OF CARBURETORS.

No. 309,466.

Patented Dec. 16, 1884.



WITNESSES

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UNITED STATES PATENT OFFICE.

WALTER M. JACKSON, OF PROVIDENCE, RHODE ISLAND, ASSIGNOR TO THE
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BUCKET FOR MEASURING-WHEELS OF CARBURETORS.

SPECIFICATION forming part of Letters Patent No. 309,466, dated December 16, 1884.

Application filed January 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, WALTER M. JACKSON, a citizen of the United States, residing at Providence, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Buckets for Measuring-Wheels of Carburetors, of which the following is a specification, reference being had therein to the accompanying drawing.

10 My invention relates to certain improvements in buckets for measuring-wheels of carburetors, and is designed to produce a bucket that shall measure accurately, and shall have no waste or dripping in the delivery from the
15 bucket to the distributing-conduit, which said delivery shall be certain. To accomplish these objects, a device is employed similar to the one illustrated in the accompanying drawing, which represents a longitudinal section through
20 the fluid-chamber of a carburetor, and to which drawing reference will be had in the following description of the invention.

A designates the liquid-containing chamber, within which is journaled a wheel, B, driven
25 by the usual mechanism. Secured to the surface of this wheel is a series of buckets, C. These buckets have a rectangular back, bottom, and front; but the top, *a*, slants upward from the rear forward, and extends about half-
30 way toward the front, or thereabout. The front *c* of the bucket is of about the same height as the interior of the back, and has formed integral with it and projecting from it forward and downward a flat or rectangular lip, *d*, as
35 shown. The sides *b* of the bucket have their upper edges of the same general upward slant of the tops, and continue so till even with the front, when they take a sudden downward slant to meet the end of the lip, the sides also projecting coincident with the bottom of the lip,
40 as shown.

Experiment has taught that buckets of this construction will dip a definite quantity so long as it does not fall below the mouth of the
45 said bucket, the said mouth being formed in the upper front edge by the short inclined top. The inclined top and continued sides prevent all possibility of spilling the fluid by jarring or otherwise. It also allows the quick passage
50 of air into the bucket while the liquid is dis-

charging. Further, while it facilitates the inward passage of the air and prevents accidental spilling, it allows a higher front or retaining wall, which prevents the too early discharge of the liquid. The lip directs the flow
55 and prevents its running down the front of the bucket before the bucket gets sufficient tilt to pour properly. The sides forming part of the lip prevent spilling, as they are placed at right angles to the bottom of the said lip. If the lip
60 were concave, the front could not be made so high, and consequently the discharge would be too soon and only from the center, and much of the liquid would cling to the sides and thus destroy the accuracy of the device. As before
65 stated, the buckets are constructed to hold a definite quantity, and they are arranged upon the surface of the wheel, so as to completely upset over the distributing-conduit D, thus completely draining them and leaving no level
70 or semi-level surfaces for the oil to cling to. It is known that buckets have been devised for this purpose and arranged similarly; but for obvious reasons none of them measure accurately, either spilling or discharging before
75 reaching the distributing-conduit, or having level or nearly-level surfaces that do not properly drain, and thus interfering materially with the certainty and accuracy of a device where the said certainty and accuracy form vital
80 features.

Experience has taught that too little fluid will damage the illuminating qualities of the gas with which it is mixed, and that too much will do the same, besides causing the gas to
85 smoke, and is also wasteful, so accuracy in measuring and in delivery is absolutely a necessity to the operation of a carburetor. In the bucket above described these elements, it has been demonstrated, are embodied. The
90 lips, being inclined downward, will carry the drippings into the distributor even after the front wall has passed it, by virtue of the adhesive attraction of the lip and the oil.

Having described the device, what I claim 95 is—

In a carburetor, the combination, with a wheel revolving around a central distributing-conduit, of buckets relatively arranged on the surface of the said wheel, so as to upset over 100

the conduit, each bucket having a slanting top partly covering it, a front of about the same height as the back, and having integral with it an outwardly and downwardly projecting lip, and having sides slanting on their upper edges corresponding to the top, till, reaching the plane of the front, they slant downward and, projecting, form the sides of the lip, the whole bucket carrying a definite quantity of

liquid to the conduit and there delivering it to without waste.

In testimony whereof I affix my signature in presence of two witnesses.

WALTER M. JACKSON.

Witnesses:

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