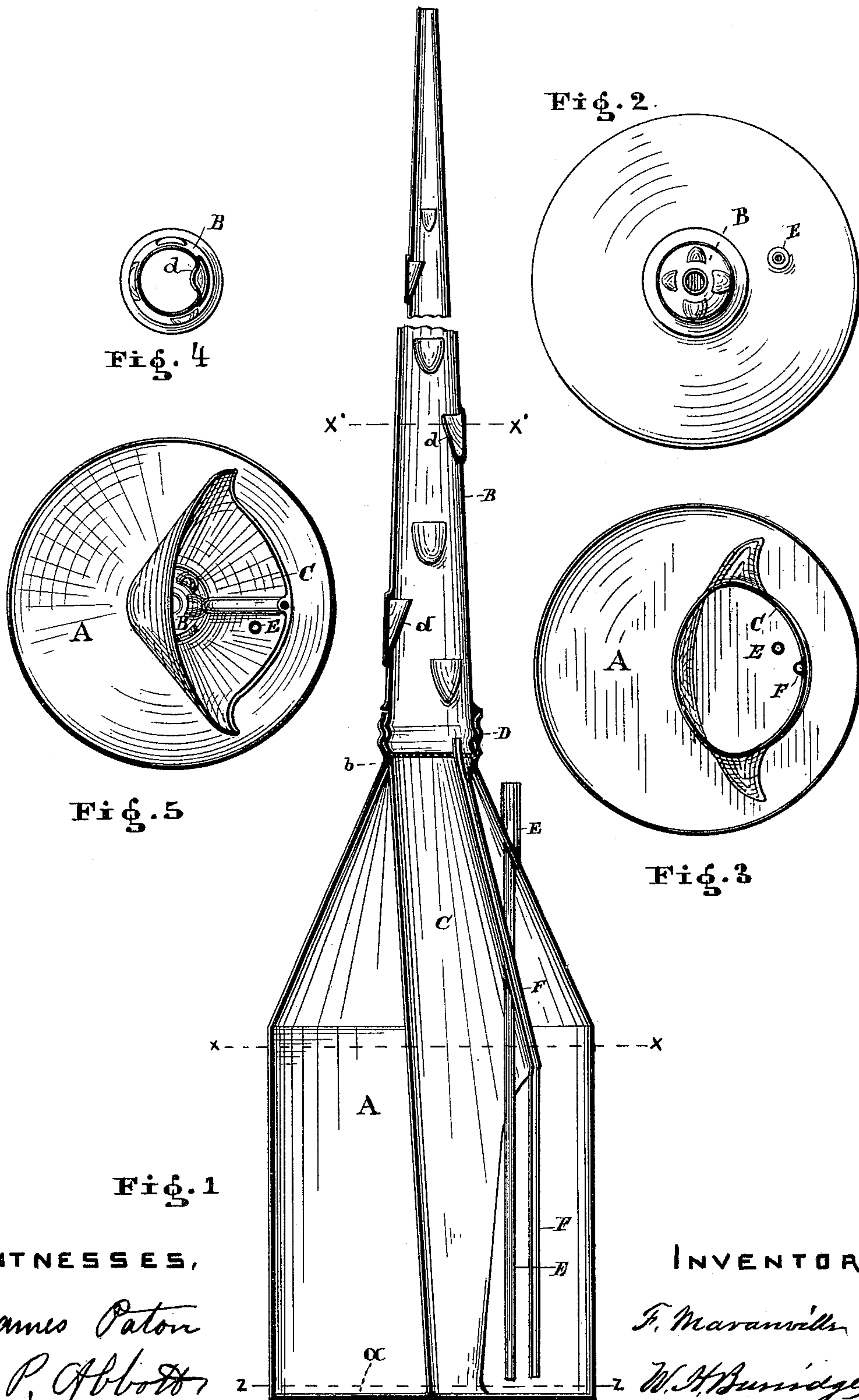


(No Model.)

F. MARANVILLE.
OIL CAN.

No. 403,544.

Patented May 21, 1889.



WITNESSES,

James Paton
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UNITED STATES PATENT OFFICE.

FRANKLIN MARANVILLE, OF CLINTON, OHIO.

OIL-CAN.

SPECIFICATION forming part of Letters Patent No. 403,544, dated May 21, 1889.

Application filed March 21, 1889. Serial No. 304,210. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN MARANVILLE, a resident of Clinton, in the county of Summit and State of Ohio, a citizen of the United States, have invented a certain new and Improved Oil-Can; and I do hereby declare the following to be a full, clear, and complete description thereof.

My invention consists in the peculiar construction of an oil-can, the object of which is to adapt the same to the various conditions in and under which it may be used.

That the invention may be fully understood, reference will be had to the annexed specification and accompanying drawings, in which—

Figure 1 represents a vertical central section of said improved oil-can; Fig. 2, a plan view of the same; Fig. 3, a horizontal section through the can on line $x x$; Fig. 4, a horizontal section through the tube of said can on line $x' x'$; Fig. 5, a horizontal section on line $z z$, looking through said tube.

Like letters of reference refer to like parts in the drawings and specifications.

In Fig. 1, A represents the body or oil-chamber of the can, and B the tube thereof, which is threaded into said can in the ordinary way. Within the oil-chamber A of the can is arranged a conductor, C, extending from the bottom a to the top of said oil-chamber, as seen at b . The form of said conductor near the bottom is shown in Figs. 1 and 5, at which part it begins as a concave partition and gradually converges into a tube, as seen in Figs. 1, 3, and 5. The tubular part of this conductor C begins about midway from bottom to top and terminates in conformity with the neck D of the can, or virtually constitutes the same.

In oil-cans as heretofore used it is necessary to hold or incline the can according to the amount of oil contained therein—that is, the less oil the more the can has to be lifted in order that the contents may run down through the tube. In many instances, however, the parts which have to be oiled are so located or obstructed as to prevent the can from being lifted above a horizontal position. Thus there must always be a plentiful supply

in the can, or else it could not be used in places as cited to enable the oil to flow out for lubricating the parts desired.

By the use of the oil-can above referred to, however, no lifting above a level position is necessary to induce the last drop of oil to run down through the tube B from the oil-chamber. If the level of the oil in the chamber A is low, then this can is first inclined to one side, so that the oil can flow upon said conductor, from whence it will run out through the tube to the parts requiring lubrication, which would not occur in a can of the ordinary construction. Within the tube B a series of cups, d , are arranged in a manner as shown in Figs. 1 and 4, the purpose of which is to collect and deposit a certain quantity of oil therein for future and immediate use—that is, when only a small quantity is needed—which by these means can instantaneously be discharged from the cups.

The force of the flow of the oil can be regulated by the air-tube E, Figs. 1 and 2, by placing the finger over or removing it from the inlet of said pipe.

F is an auxiliary air-tube, which is not required in case the tube E is employed.

The can may be made with a flat top and attached to the tube B, in which case the operation of the can in conveying oil through the tube B will be the same as with the tapering top shown in the drawings.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. An oil-can having the component parts consisting of an oil-chamber, A, a conductor, C, extending from the bottom to the top of said chamber, arranged in open connection with the tube B, in combination with an air-pipe, arranged in relation with the said chamber in the manner substantially as described, and for the purpose set forth.

2. In combination with the oil-chamber, a tube, B, provided with one or more cups in the interior thereof, and an air-tube extending into said chamber, with a conductor arranged therein for conveying oil therefrom to the said tube, in the manner and for the purpose substantially as described.

3. In an oil-can, a conductor extending

from bottom to top of the oil-chamber, in combination with the tube B, constructed substantially as shown, and for the purpose set forth.

- 5 4. In combination with an oil-can, the tube thereof provided with cups, being at their upper side in communication with the interior of said tube and can, formed and ar-

ranged substantially as shown, and for the purpose described. 10

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

FRANKLIN MARANVILLE.

Witnesses:

W. H. BURRIDGE,
B. F. EIBLER.