

(No Model.)

B. A. BEAL.
CLOSURE FOR OIL CANS.

No. 559,351.

Patented May 5, 1896.

Fig. 1.

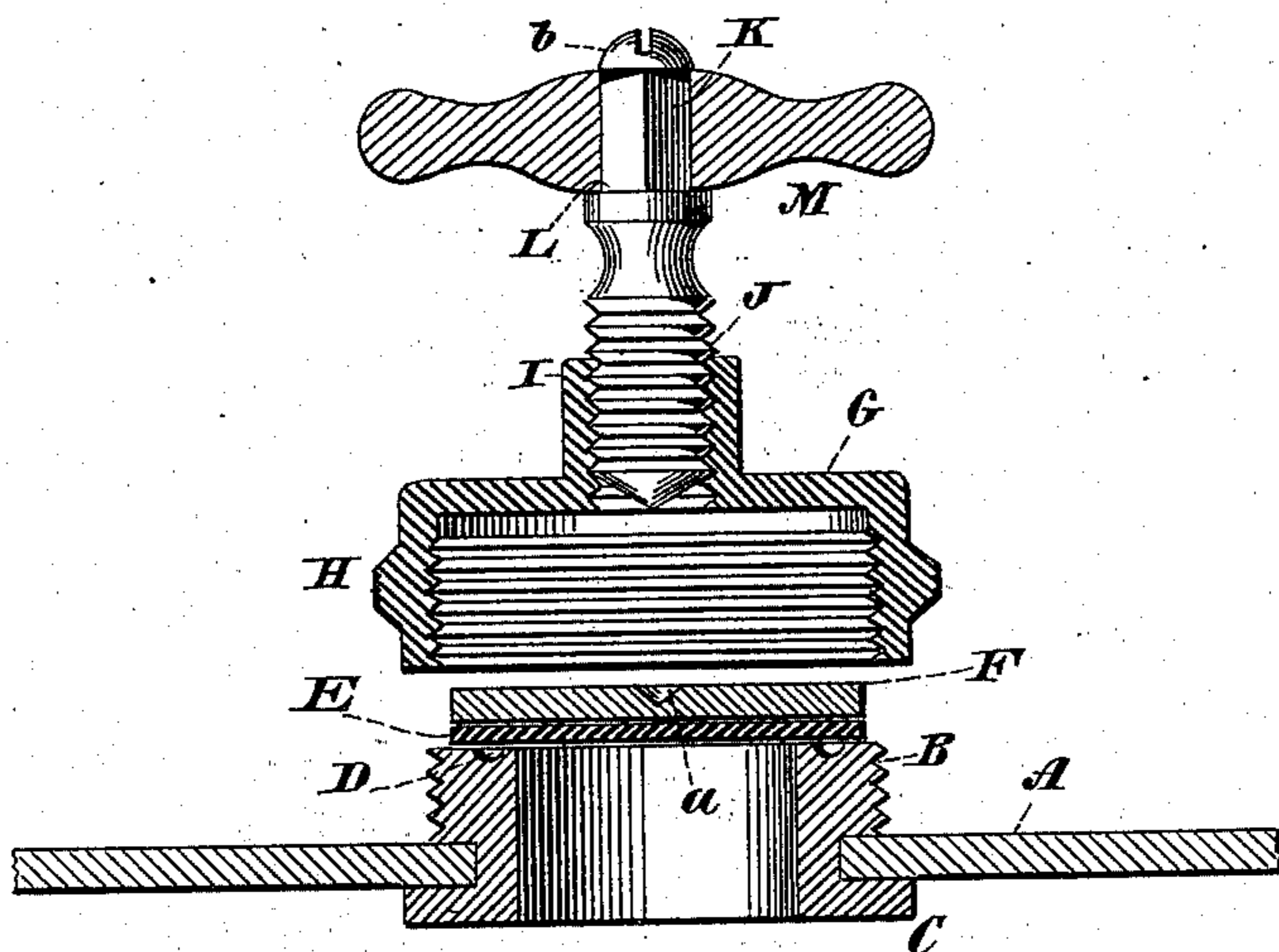


Fig. 2.

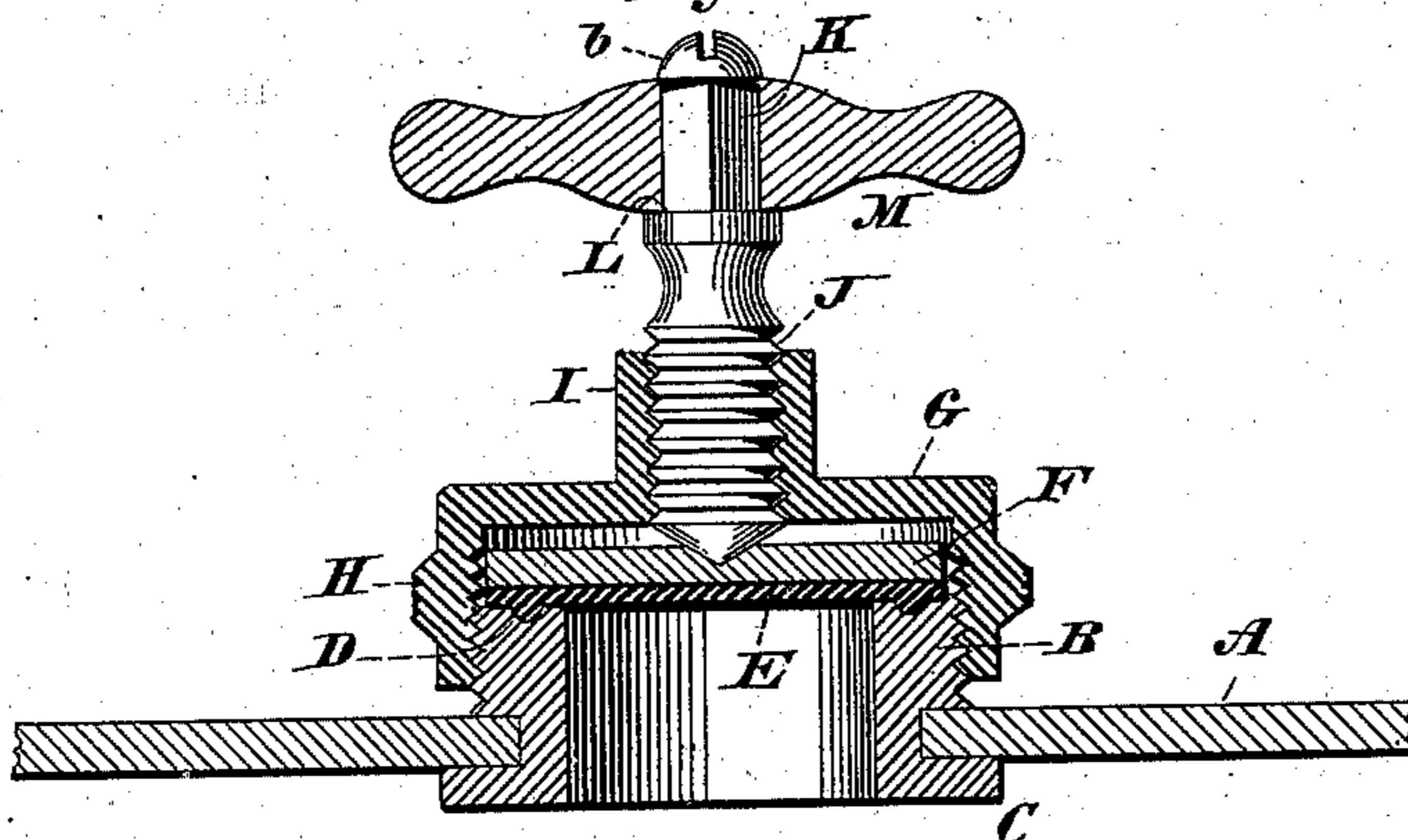
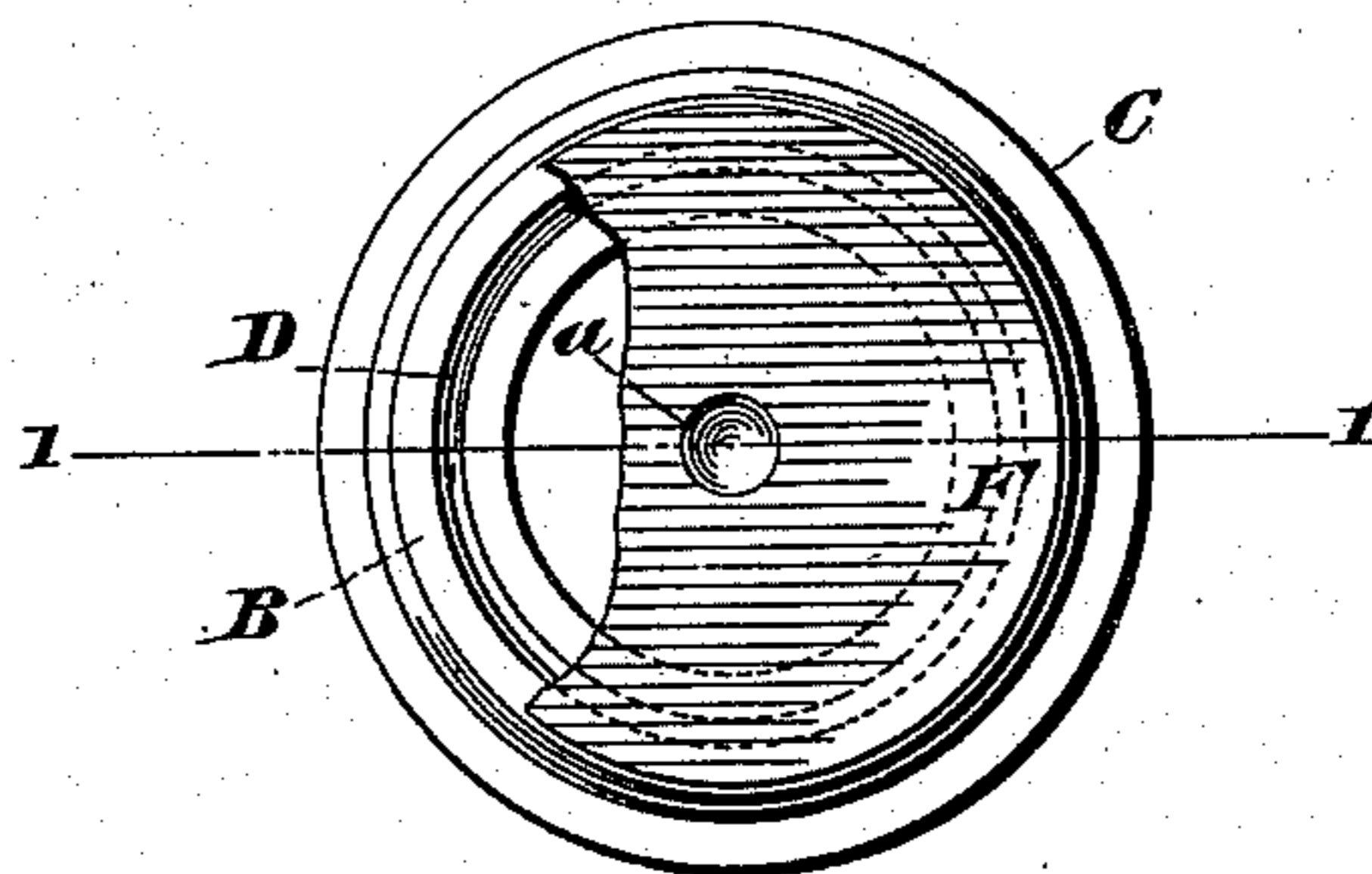


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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CLOSURE FOR OIL-CANS.

SPECIFICATION forming part of Letters Patent No. 559,351, dated May 5, 1896.

Application filed August 1, 1895. Serial No. 557,802. (No model.)

To all whom it may concern:

Be it known that I, BYRON A. BEAL, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Closures for Oil-Cans, &c., of which the following is a full, clear, and exact description.

My invention relates to sealing devices for oil-cans and other receptacles which may be securely locked in their closed positions, and has for its object, more particularly, to provide a simple closure for said receptacles, whereby the aperture therein may be firmly sealed, the sealing parts of the closure completely protected, and both sealing and protecting parts securely locked to their closed positions, so that the receptacles may be transported without the slightest danger of their becoming unsealed and their contents lost.

The invention consists in the novel details of construction hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, wherein like letters of reference indicate like parts, Figure 1 is a sectional view of the closure, taken on the line 1 1 of Fig. 3, showing its various parts detached. Fig. 2 is a similar view showing the said parts united and the aperture in the receptacle sealed; and Fig. 3 is a plan view thereof, the cap and locking-screw being removed.

In said drawings, A designates the top of the oil can or receptacle having a circular aperture therein, into which is fitted a threaded nozzle B, provided with an annular flange C for securing said nozzle to the receptacle. In the upper surface of said nozzle B, which forms the valve-seat, is an annular groove D.

E is a disk of packing, and F an independent valve-face having a centrally-located recess *a* in the upper side thereof.

G is a cap having an internal thread, a knurled bead H upon its outer surface, and an internally-threaded projecting hub I at the top thereof.

J is a jam-screw having a square head K and shoulder L, and provided with a remov-

able key M, adapted to be secured upon said jam-screw by means of a screw *b*.

The operation is follows: After the container has been filled the packing E is placed in proper position upon the valve-seat of the nozzle B, the independent valve-face F placed thereon, and the cap G then screwed down upon the nozzle. Thereupon the jam-screw J is screwed down upon the valve-face F, which in turn compresses the packing E and causes the same to press against the valve-seat and completely fill the annular groove D therein. By the screwing down of the jam-screw J the cap G will be forced away from the nozzle B and the upper faces of the screw-threads therein be forced into contact with the lower faces of the screw-threads on the nozzle B, thereby securely locking said cap to its closed position and at the same time effectually sealing the mouth of the nozzle. To open the closure, the jam-screw must first be loosened. Thereupon the cap G may be removed by grasping the same in the hand around the knurled bead H and unscrewing the same. It will be observed that by making the valve-face independent and causing the jam-screw to bear directly upon the same exactly in the center thereof the packing will become tightly pressed upon the seat without being twisted or turned upon the seat in the course of the operation, and that when once locked the pressure upon the valve-face and the packing thereunder will be equal all around, and, further, that by removing the key after the closure has been locked it will be impossible for the jam-screw and the cap to become unlocked and the valve or contents of the container in any wise disturbed in the course of transportation.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A closure for oil-cans and other receptacles comprising a screw-threaded nozzle the top of which forms the valve-seat, an independent valve-face arranged thereon, an independent disk of packing loosely interposed between said valve face and seat, a protecting-cap adapted to be screwed upon said nozzle for inclosing said independent valve-face and packing, and a jam-screw adapted to bear

upon the valve-face to hold the packing pressed upon the valve-seat to seal the aperture, and the cap locked to its closed position, substantially as specified.

- 5 2. A closure for oil-cans and other receptacles comprising a screw-threaded nozzle, the top of which forms a valve-seat, an annular groove in said seat, and an annular flange for securing said nozzle to the receptacle, an in-
10 ternally-threaded protecting-cap having a knurled bead upon its outer surface, and an internally-threaded hub at its top, a jam-screw having a removable key, and a conical point adapted to work within said hub, an
15 independent valve-face, having a centrally-located conical recess, loosely disposed within the protecting-cap above the valve-seat, and

an independent disk of packing loosely interposed between the valve face and seat; the parts aforesaid being so arranged that when 20 the jam-screw is turned it will press the valve-face against the packing, the packing against the valve-seat and into the annular groove therein, and hold the protecting-cap firmly locked to its closed position, substantially as 25 specified.

Signed at the city of New York, in the county and State of New York, this 30th day of July, 1895.

BYRON A. BEAL.

Witnesses:

J. N. VALTIS,

H. C. WHITMARSH.