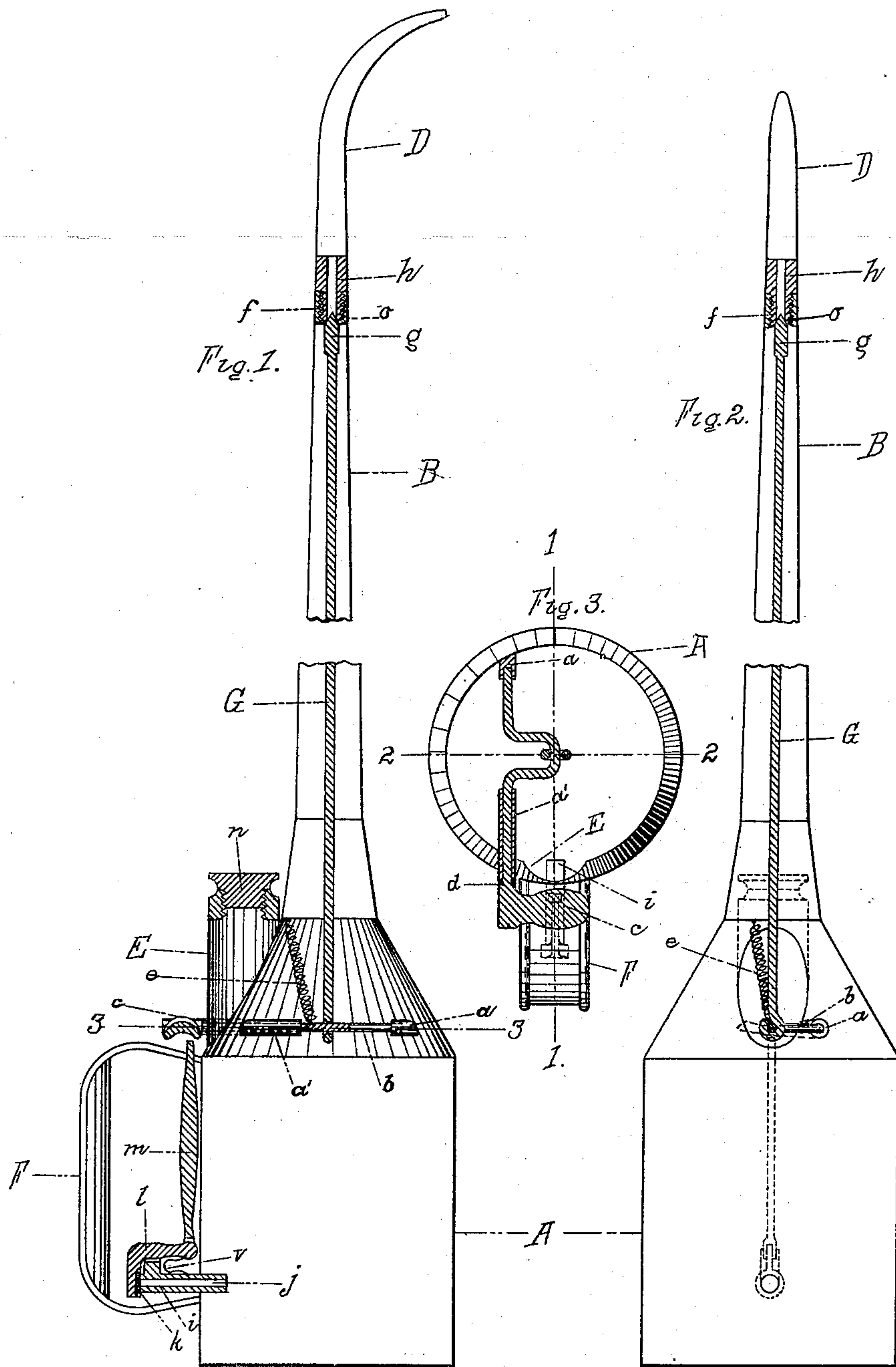


(No Model.)

W. R. GOODWIN.
OIL CAN.

No. 604,386.

Patented May 24, 1898.



WITNESSES.

W. M. Dunlap
H. C. Bauer

INVENTOR.

Wesley R. Goodwin
by Heber S. Paramore
Attorney.

UNITED STATES PATENT OFFICE.

WESLEY R. GOODWIN, OF INDIANAPOLIS, INDIANA.

OIL-CAN.

SPECIFICATION forming part of Letters Patent No. 604,386, dated May 24, 1898.

Application filed March 28, 1896. Renewed April 3, 1897. Serial No. 630,630. (No model.)

To all whom it may concern:

Be it known that I, WESLEY R. GOODWIN, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Oil-Cans; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to oil-cans of the class that are adapted to be used in oiling machinery, and has for its objects, first, to provide an oil-can that will be practically airtight when not in use, thereby preventing evaporation of volatile oils; second, that will prevent spilling or waste of oil when the can is overturned or when it is inverted, as is frequently necessary in order to reach certain parts of a machine; third, that will afford a ready means of cleaning the nozzle should it become stopped or clogged with dirt without forcing the dirt into the can; fourth, that will enable the user to regulate the quantity of oil discharged at any given point, and, fifth, to provide a can of that class that will be simple in construction, certain in its action, and reasonably cheap of manufacture.

The invention consists in the construction and combination of the various parts illustrated in the accompanying drawings, in which—

Figure 1 is a vertical sectional view taken on the line 1 1 of Fig. 3. Fig. 2 is a vertical sectional view taken on the line 2 2 of Fig. 3. Fig. 3 is a horizontal sectional view taken on the line 3 3 of Fig. 1.

A is the can, B the spout, and D the nozzle.

E is the opening through which the can is filled.

F is the handle.

To the inner wall of the can A is attached a socket-bearing *a*, which receives the inner end of the crank-shaft *b*, and through the opposite wall on the same plane a long tube-like bearing *a'* passes and is adapted to receive the opposite straight portion of the crank-shaft *b*. The outer end of said crank-shaft

is provided with a thumb-lever *c*, which extends at right angles to the length of the shaft. A packing-ring *d* is placed around the outer end of the shaft *b* at the end of the bearing *a'* to prevent the escape of the oil and to exclude the air.

A coil-spring *e* within the can is fastened at one end to the inner wall of the can near the top and at the lower end to the cranked portion of the shaft *b* for the purpose of holding the cranked portion normally on the same plane as the straight portion of the shaft. Within the upper end of the spout B is a threaded collar *f*. The lower end of a valve-rod G is bent around the cranked portion of the shaft *b* and extends upwardly through the spout B, with its valve-point *g* resting normally against the valve-seat *o* on the end of the nipple *h* by means of the tension of the coil-spring *e*. The lower end of the nozzle D has a threaded nipple *h*, which is adapted to enter the like-threaded interior of the collar *f*.

Near the lower part of the can A within the handle F is an air-inlet tube *i*, the air-opening *j* being normally closed by means of the rubber valve *k*, attached to the small pivoted lever *l* on the tube *i*, said pressure being exerted by means of the U-spring *v* between the tube *i* and the upper end of the lever *l*. A rod *m* is pivotally attached to the upper end of the lever *l* and extends upward through an opening in the handle F, terminating slightly below the thumb-lever *c*.

The large opening E is closed by means of a screw-cap *n*. The object of the air-inlet *j* is to prevent the formation of an air-vacuum which would prevent the flow of oil from the nozzle D. In practical use the can is held by the handle F and the nozzle D upturned over the point on which it is desired to place the oil. A slight pressure of the thumb on the thumb-lever *c* will revolve the crank-shaft *b*, thus withdrawing the valve *g* from the seat *o*, leaving an open passage to the nozzle. At the same time the thumb-lever bears down on the rod *m*, which causes the lever *l* to depress the spring *v* and open the air-inlet *j*, when the oil will run from the nozzle D. When a sufficient quantity has escaped, the thumb is lifted from the thumb-lever *c*, when the spring *e* brings the shaft *b* to its normal position and

closes the valve *g*, and at the same instant the U-spring *v* will close the rubber valve *k* against the inlet-tube *i*.

The ordinary oil-can in common use permits
 5 a large waste of oil, especially when oiling the interior parts of machinery where the can must be inverted before the nozzle is over the point to be oiled. This not only causes a loss
 10 by reason of the waste, but also covers the machine with oil, allowing dirt and dust to adhere to it and causing much additional labor to keep it clean. In the operation of oiling the nozzle will frequently come in contact with dirt and become filled up. With my can
 15 the nozzle can be taken off and the dirt removed without any danger of its entering the body of the can and spoiling the oil therein. It will also be seen that the quantity of oil to be placed at any given point is entirely under
 20 the control of the user, nor can the oil be spilled should the can be accidentally overturned. The air-inlet valve and the thumb-lever are protected from accidental breakage, as from a fall, by their position within and
 25 over the handle *F*. Volatile oils can be kept indefinitely, as there is no exposure to the air except at the moment of use.

Having described my invention, what I claim, and desire to secure by Letters Patent
 30 of the United States, is—

1. The combination in a hand oil-can, having a threaded collar *f*, within the upper end of its spout *B*, and a like-threaded nipple *h*, having a valve-seat *o* on the end thereof entering the interior of the collar *f*, of the oil-outlet-regulating mechanism, consisting of
 35 the crank-shaft *b*, the socket-bearing *a*, the open bearing *a'*, the packing-ring *d*, on the end of the bearing *a'*, the thumb-lever *c*, the
 40 coil-spring *e*, and the valve-rod *G*, having the

valve-point *g*, with the air-inlet mechanism located within the handle *F*, consisting of the tube *i*, having an air-opening *j*, said opening normally closed by a rubber valve *k*, said valve attached to the lever *l*, pivotally mounted on the tube *i*, and normally held against
 45 the opening *j* by means of a U-spring *v*, resting between the tube *i*, and lever *l*, and a rod *m*, secured to the lever *l*, and extending upwardly and terminating at a point just below
 50 the thumb-lever *c*, all as set forth.

2. In a hand oil-can of the class described, having a detachable nozzle, an oil-outlet valve, a crank-shaft journaled within the can, the inner end within a socket-bearing, and the
 55 projecting end within a tube-like bearing, having a packing-ring at its outer end, said crank-shaft provided with a thumb-lever at its outer end, a valve-rod actuated by the crank-shaft, a coil-spring secured to the can
 60 and to the crank-shaft, for the purpose of normally lifting the cranked portion of the crank-shaft, the combination of an air-inlet tube *l*, located near the lower part of the can within the handle *F*, having the opening *j*,
 65 which is normally closed by a rubber valve *k*, attached to the pivoted lever *l*, on the tube *i*, said closure being effected by the U-spring *v*, placed between the tube *i* and the upper end of the lever *l*, said lever *l*, pivotally at-
 70 tached to a rod *m*, extending upwardly and terminating just below the thumb-lever *c*, on the crank-shaft *b*, as shown and described.

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

WESLEY R. GOODWIN.

Witnesses:

H. C. BAUER,
 W. M. DUNLAP.