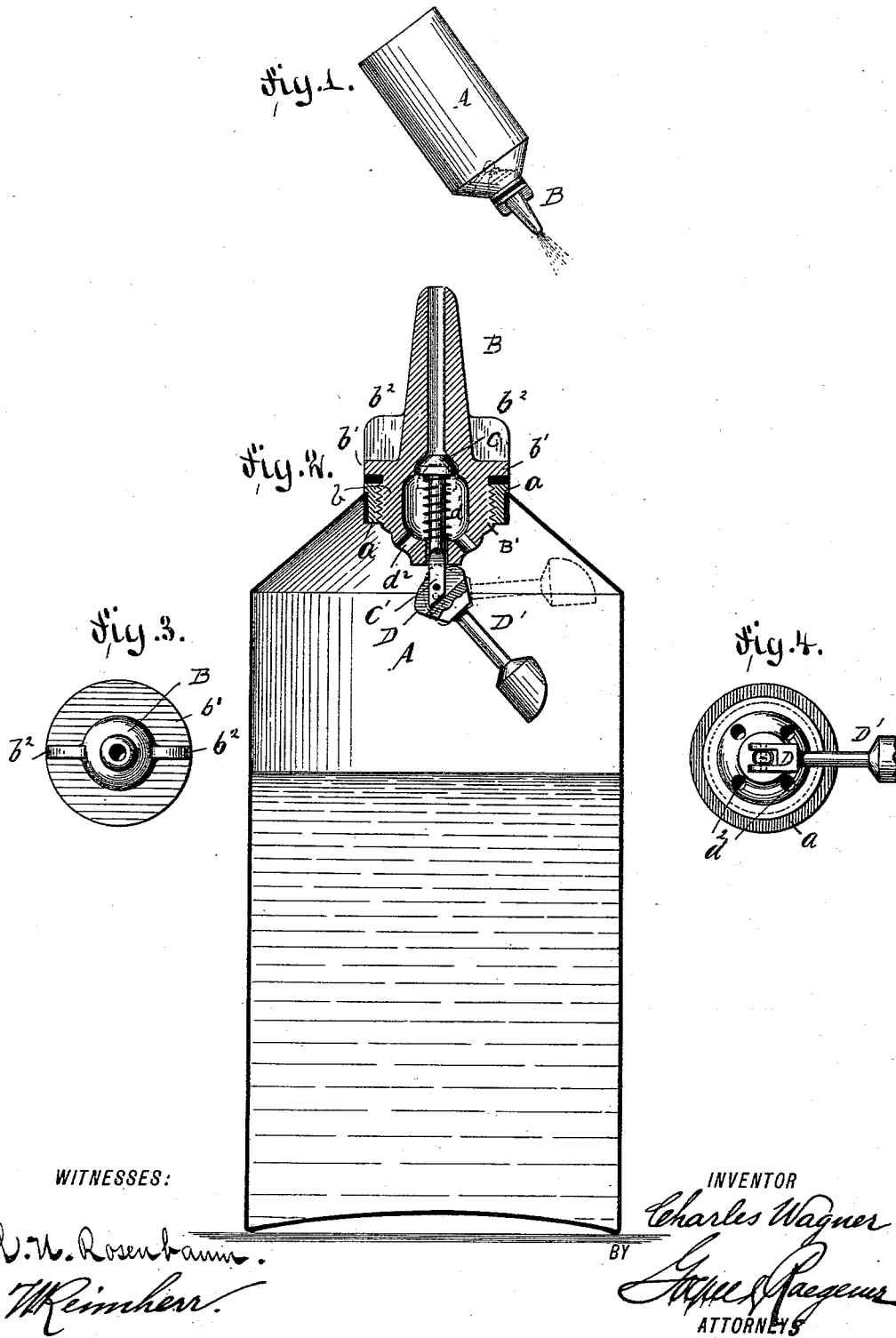


(No Model.)

C. WAGNER.
BENZINE CAN.

No. 420,320.

Patented Jan. 28, 1890.



UNITED STATES PATENT OFFICE.

CHARLES WAGNER, OF NEW YORK, N. Y.

BENZINE-CAN.

SPECIFICATION forming part of Letters Patent No. 420,320, dated January 28, 1890.

Application filed July 3, 1889. Serial No. 316,401. (No model.)

To all whom it may concern:

Be it known that I, CHARLES WAGNER, of the city, county, and State of New York, and a citizen of the United States, have invented certain new and useful Improvements in Benzine-Cans, of which the following is a specification.

This invention relates to an improved benzine-can, to be used by printers, lithographers, and others, said can having the advantage of discharging the benzine whenever required, but preventing the spilling of the benzine and the danger of fire arising therefrom, either by the accidental dropping of the can or the careless handling of the same; and the invention consists of a benzine-can the nozzle of which is provided at the inner end with a valve-seat, an enlarged cavity having holes, and a spring-actuated valve, to the valve-stem of which is pivoted a weighted cam that bears on the inner end of the nozzle and opens the valve by gravity when the can is quickly moved in the hand, so as to eject a small quantity of benzine through the nozzle. The cam-lever keeps the valve in closed position when the same is dropped.

In the accompanying drawings, Figure 1 represents a side view of my improved benzine-can, showing the same in position for ejecting the liquid in the same. Fig. 2 is a vertical central section of the can through the nozzle and discharge-valve of the same, drawn on a larger scale. Fig. 3 is a top view of the nozzle, and Fig. 4 a detail bottom view of the same and its valve.

Similar letters of reference indicate corresponding parts.

Referring to the drawings, A represents a benzine-can made of the usual shape and material, which is provided with an interiorly-threaded bushing *a*, into which is screwed the nozzle B, which is provided with an exteriorly-threaded shank *b* and disk-shaped flange *b'* and wings *b²* at diametrically-opposite points, which wings facilitate the inserting and removing of the nozzle. The nozzle is provided at its inner end with a valve-seat and with an enlarged cavity *d'* below said valve. Said cavity communicates by holes *d²* with the interior of the can A. In a bottom-

opening at the inner end of the nozzle B is guided the valve-stem *C'* of a valve C, which latter fits tightly against the seat *d* in the nozzle B, a spiral spring being interposed between the bottom of the cavity *d'* and the valve, so as to keep the latter in closed position. The valve-stem *C'* projects beyond the inner end of the nozzle B, and is pivoted to a cam D, which is provided with a weighted lever *D'*, which serves to open the valve by gravity when the can is taken hold of and quickly jerked, which causes an inward motion of the weighted cam and the intermittent opening of the valve, so that a small quantity of benzine is ejected at each jerky movement of the can.

In place of the weight at the end of the cam-lever, a disk or spoon-shaped plate may be used, against which the liquid impinges, so as to produce the same effect on the valve as the weight.

When the can is supported in upright normal position, the valve is closed, as the cam-lever is in its lowered position and does not overcome the counter-tension of the spiral valve-spring. This is assisted by the pressure of any vapors which are formed at the upper part of the can. Whenever the weight of the cam is moved in upward or outward direction, as shown in dotted lines in Fig. 2, a small quantity of benzine is ejected. When the can is dropped, the valve does not open and no benzine is discharged, whereby the danger of fire in handling the inflammable liquid in the cans is diminished. The nozzle-closing valve operates very reliably, and furnishes to some extent a safeguard for the cans, which are used in large numbers by lithographers and printers.

I am aware that valve-nozzles for benzine-cans of different constructions have been used heretofore, and I do not claim this feature, broadly; but the construction heretofore used, however, has the disadvantage that it is liable to discharge the benzine when the can is accidentally dropped, whereby a great part of its usefulness is lost.

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

The combination, with a benzine-can, of a discharge-nozzle having an interior valve-seat, a cavity below the valve-seat having supply-openings at the inner end, a spring-actuated valve, and a cam-lever pivoted to the stem of said valve and provided with a weighted lever by which the valve is opened by gravity when the can is jerked, substantially as set forth.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

CHAS. WAGNER.

Witnesses:

PAUL GOEPEL,
W. REIMHERR.