

July 7, 1931.

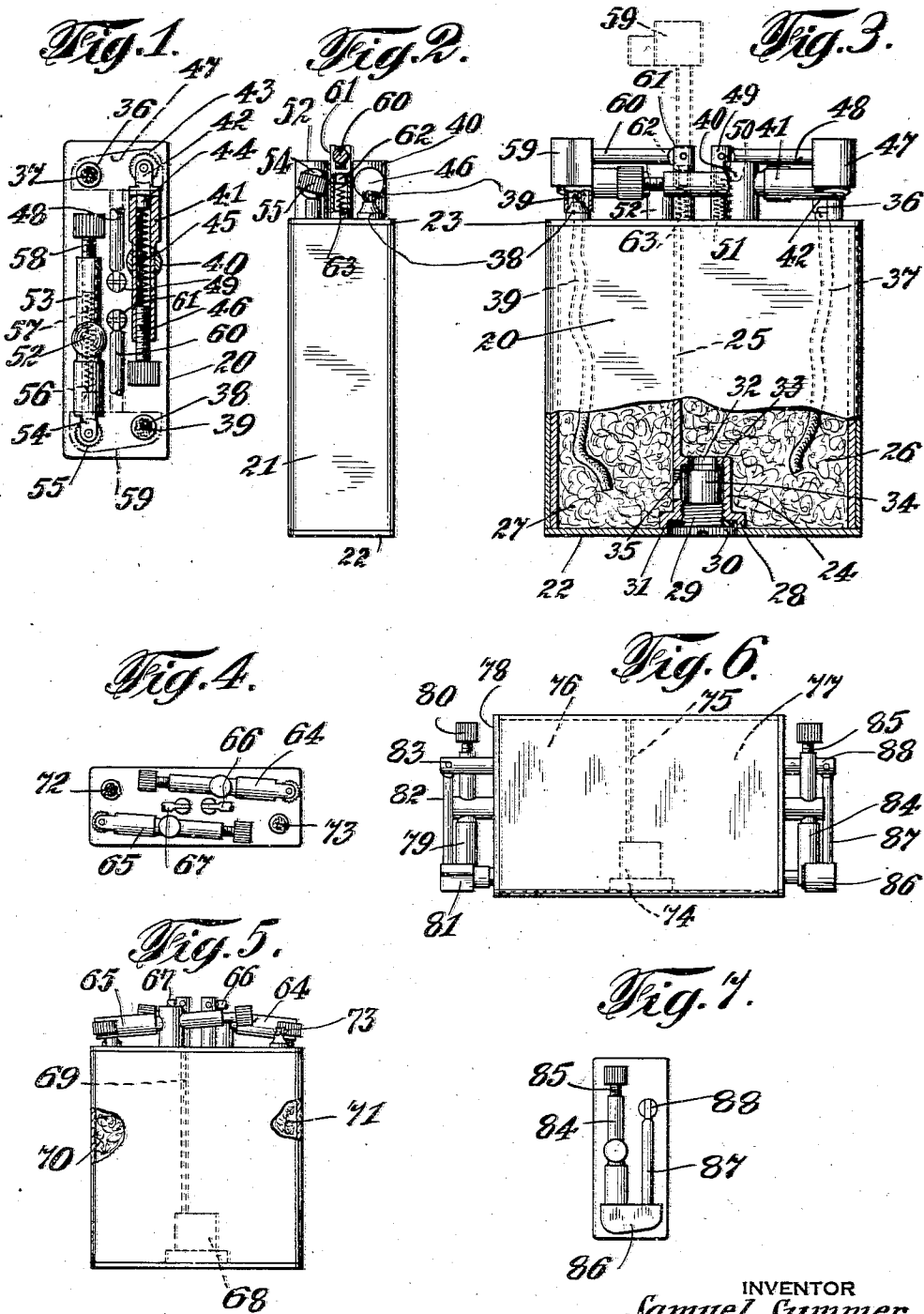
S. SUMMER

1,813,715

CIGAR AND CIGARETTE LIGHTER

Filed May 1, 1929

3 Sheets-Sheet 1



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July 7, 1931.

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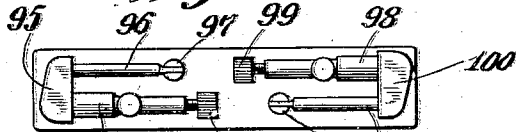
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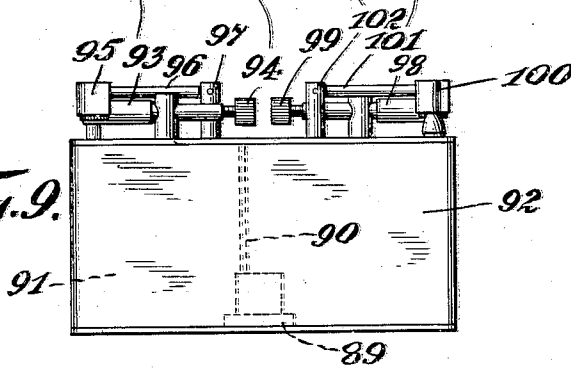
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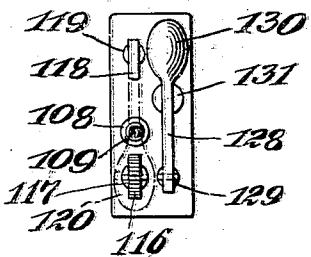
*Fig. 8.*



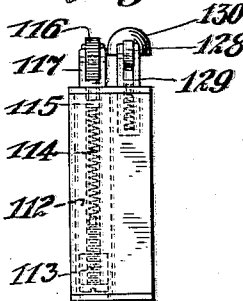
*Fig. 9.*



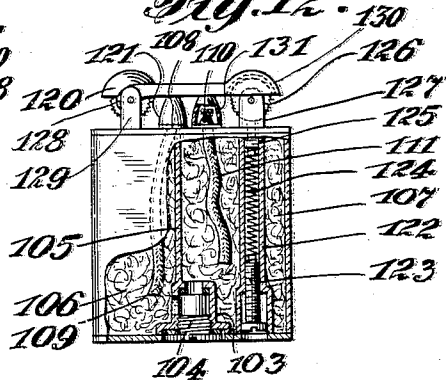
*Fig. 10.*



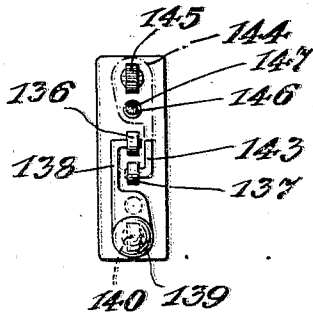
*Fig. 11.*



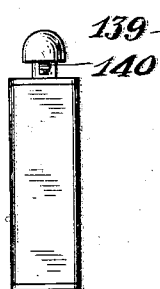
*Fig. 12.*



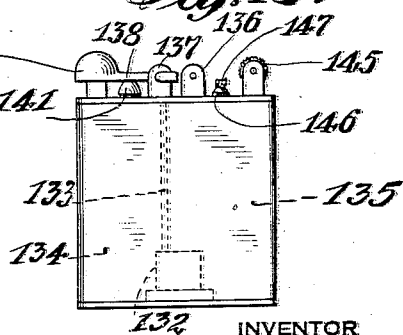
*Fig. 13.*



*Fig. 14.*



*Fig. 15.*



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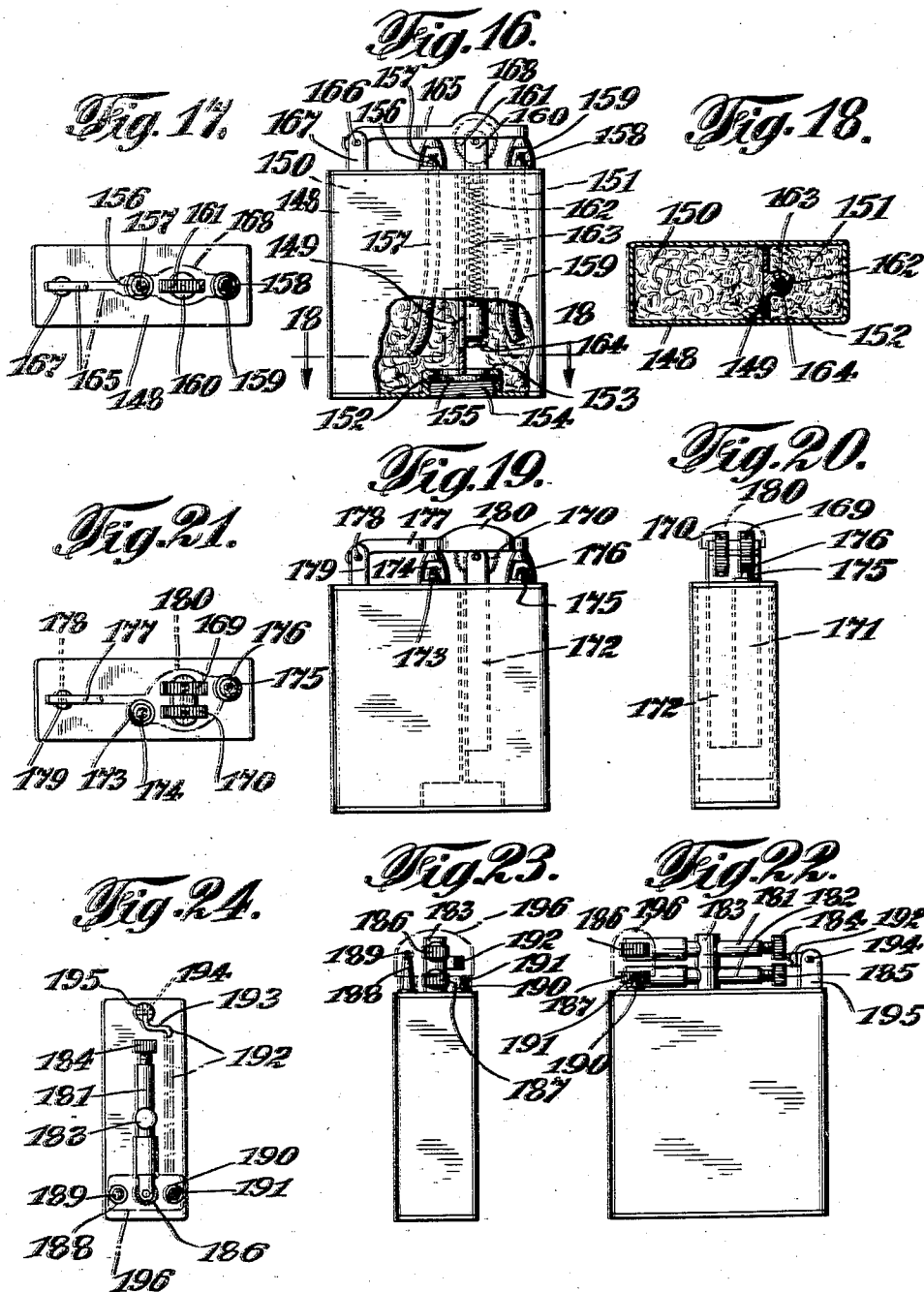
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CIGAR AND CIGARETTE LIGHTER

Filed May 1, 1929

3 Sheets-Sheet 3



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## UNITED STATES PATENT OFFICE

SAMUEL SUMMER, OF ALBANY, NEW YORK, ASSIGNOR OF ONE-HALF TO SAMUEL SUMMER AND ONE-HALF TO FRANK S. SUMMER, OF NEW YORK, N. Y.

## CIGAR AND CIGARETTE LIGHTER

Application filed May 1, 1929. Serial No. 359,496.

My present invention relates to a cigar and cigarette lighter of the type in which there is included a casing comprising a container for a volatile fuel and which is fitted with a wick, together with a sparking device by which the fuel is ignited to burn at the exposed tip of the wick for making a flame to light cigars, cigarettes and pipes. As heretofore constructed this type of lighter has been made to be carried in the pocket of the user in order to be available when the same is required and also to be placed on tables, or counters, or other places, whereby the lighter may be conveniently used when desired. Lighters of this type while functioning properly are exceedingly convenient in obviating the use of matches, for example; but when not functioning properly they oftentimes become sources of both inconvenience and embarrassment. Experience demonstrates the fact that lighters of this type often become inoperative because of the wearing away of the sparking devices, or the lack of adjustment of the same, but more often because the fuel supply is exhausted. Obviously when the sparking devices are worn out or require adjustment this fact may be readily observed and easily overcome, but there is no way of observing when the supply of fuel becomes exhausted and this is believed to be the greatest cause of inconvenience in the use of lighters of this type because in the great majority of instances when the fuel supply thus becomes exhausted there is no means readily at hand for replenishing it.

In carrying out this invention I have endeavored to overcome these difficulties and in so doing I provide a cigar and cigarette lighter, or a lighter for other purposes, which includes a casing divided into a plurality of fuel chambers or compartments, together with a lighting device associated with each compartment whereby each lighting device is made operative independently of the others. Moreover, in carrying out the invention the casing is so constructed and divided into compartments that a common means is provided whereby fuel may be simultaneously supplied to each of the com-

partments in the casing. By this construction, as will be readily understood, the condition of each set of sparking devices may be readily observed and inasmuch as the several fuel chambers or compartments are preferably made of different sizes or volumes there is very little likelihood that the fuel in all the compartments will become exhausted at the same time. Consequently when the fuel becomes exhausted in any one compartment another compartment is available for use which is likewise the case when any set of sparking devices becomes inoperative or requires adjustment. In such events the fuel supply may be replenished, or repairs or adjustments made to the lighting devices at the convenience of the user when the first opportunity therefor arises and in the meantime one of the other lighting devices and its fuel chamber is always available so that in the use of the improved lighter the likelihood of not being able to light a cigar or cigarette becomes practically negligible.

In the drawings Figure 1 is a plan and partial section of one form of cigar and cigarette lighter embodying my present invention.

Fig. 2 is a sectional elevation of the same,

Fig. 3 is a side elevation and partial section of the form of the invention shown in Figs. 1 and 2,

Fig. 4 is a plan of another type of cigar and cigarette lighter,

Fig. 5 is an elevation of the form of lighter shown in Fig. 4,

Fig. 6 is a side elevation of another form of cigar and cigarette lighter embodying my invention,

Fig. 7 is an end elevation of the type of lighter shown in Fig. 6,

Fig. 8 is a plan of another form of cigar and cigarette lighter embodying the invention,

Fig. 9 is a side elevation of the same,

Fig. 10 is a plan of still another type of cigar and cigarette lighter,

Fig. 11 is an end elevation thereof,

Fig. 12 is a side elevation and partial sec-

tion illustrating the form of cigar and cigarette lighter shown in Figs. 10 and 11,

Fig. 13 is a plan of still another form of cigar and cigarette lighter,

5 Fig. 14 is an end elevation thereof,

Fig. 15 is a side elevation of the type of cigar and cigarette lighter shown in Figs. 13 and 14,

10 Fig. 16 is a side elevation and partial section of another form of lighter,

Fig. 17 is a plan of the same,

Fig. 18 is a section on line 18—18, Fig. 16,

15 Figs. 19, 20 and 21 are respectively a side elevation, an end elevation and a plan of another form of lighter apparatus, and

Figs. 22, 23 and 24 are also respectively a side elevation, an end elevation and a plan of still another form of lighter apparatus.

Referring to the drawings and particularly to Figs. 1, 2 and 3 it will be seen that in carrying out the invention I employ a casing which as illustrated is one which comprises side walls 20, end walls 21, a bottom wall 22 and a top wall 23. As will be understood 25 the casing may be made of metal, or a suitable composition, or any other material to answer its purpose. Associated with the casing I employ a cup member 24 which is associated with an opening provided for the 30 filling of the casing with the liquid fuel employed in the lighter. Associated with this supply cup there is a partition wall 25 which with the supply cup divides the interior of the casing into compartments 26 and 27. As illustrated while one partition 35 wall is employed and the casing is divided into two compartments it will be understood that it is within the nature and spirit of my invention to provide as many fuel compartments or chambers within the casing as may be necessary for any given use of the apparatus. Although it may be otherwise the construction of the supply cup as illustrated includes a flanged outer end, as indicated at 28, and the wall of the supply 45 cap is tapped for a predetermined distance in order to receive the screw threaded portion of a plug 29 having a head 30 adapted normally to lie within the supply opening provided in the bottom wall 22 of the casing. The purpose of the flanged outer end of the supply cup is to provide a boss for the reception of a gasket 31 adapted to lie between the head 30 of the plug and the adjacent 50 surface of the flanged end of the supply cup. In the opposite end of the supply cup there is a port 32 for the admission of fuel to the chamber 26. Fitting within the supply cup there is a gasket 33 in which there is an opening corresponding in area with the port 32.

The inner end of the plug 29 terminates in a reduced portion or shank 34 adapted to seat against the gasket 33 to close the port 32 when the plug is in position. In a suit-

able location in the wall of the supply cup 24 there is a port 35 leading to the fuel compartment or chamber 27. It will be understood, of course, that in the customary manner the fuel compartments or chambers 26 and 27 may be packed to the required extent with cotton, or any other similar and suitable absorbent material. The top wall 23 in a suitable position is provided with a wick tube 36 through which a wick 37 extends into the fuel compartment 26. In like manner in a suitable position in the top wall 23 there is a wick tube 38 fitted with a wick 39 extending into the compartment 27. As illustrated the partition wall 25 is so placed as to divide the interior of the casing into compartments of unequal volume, the compartment 26 being appreciably larger than the compartment 27. However, the invention is not restricted to making the compartments, irrespective of their number, of different sizes as it is quite possible to make them of the same sizes.

As hereinbefore stated the cigar and cigarette lighter made in accordance with my invention includes a set of separate and independently operable sparking devices for each fuel compartment or chamber. These sparking devices may be of any desired type. As illustrated in these figures of the drawing the sparking devices associated with the fuel compartment 26 includes a post 40 suitably connected to and extending from the top wall 23 and in which there is connected a sleeve 41. This sleeve 41 is tubular and at one end is fitted with a bracket 42.

Revolubly mounted in the bracket 42 there is a friction disc 43 made of steel, or any other hard metal, and preferably having its peripheral edge roughened by being serrated, or in any other manner. Fitted in this end of the sleeve there is a piece of suitable sparking material such, for example, as flint, which is indicated at 44. The flint 44 is normally maintained with its outer end in contact with the periphery of the disc 43 by means of a spring 45 lying within the sleeve and a screw 46 which is adjustable in the opposite end of the sleeve to vary the tension exerted by the spring on the flint in the customary manner. Associated with these parts there is a cap 47 adapted to function as a cover for the disc 43 and for the end of the wick 37. The cap also obviously functions as a snuffer to extinguish the flame when returned to its normal position. The cap 47 is carried by an arm 48 which is pivotally mounted in the upper end of a tubular post 49 extending from the upper wall of the casing. In this tubular post 49 there is a plunger 50 actuated by a spring 51 or otherwise so as to cause the plunger to bear against the pivoted end of the arm in order to maintain the same and the cap in either its nor-

mal position or in a raised position when the lighter is in use.

The sparking device for the compartment 27 is also located on the upper or top plate 23 of the casing. This is similar in all respects to the sparking device hereinbefore described. It therefore includes a post 52 suitably connected to the top wall 23 and having mounted therein a tubular sleeve 53. At one end of the tubular sleeve 53 there is a bracket 54. Mounted in the bracket 54 there is a friction disc 55 having its peripheral surface suitably roughened by being serrated or otherwise.

Within this end of the sleeve 53 there is a piece of flint 56, or other suitable sparking material, which at its outer end is normally maintained in contact with the roughened surface of the disc 55 by means of a spring 57 and an adjusting screw 58 adjustable at the other end of the sleeve in order to vary the tension on the spring and thus to cause the flint to be maintained in sufficient frictional contact with the periphery of the disc to create a spark when the disc is turned. Associated with the disc 55 and the exposed end of the wick 39 there is a cap 59 which functions in the same manner as the cap 47. The cap 59 is carried by the outer end of an arm 60 which is pivotally connected at its opposite end in a tubular post 61 secured to the top wall 23 of the casing and containing a plunger 62 and a spring 63 by means of which the arm 60 and the cap 59 carried thereby may be maintained in either their normal position to act as a cover for the disc 55 and the outer end of the wick 39, or to extend and be maintained in a raised position when this sparking device is employed. The discs 43 and 55 are preferably placed higher than their respective wicks and set at an angle as illustrated in order to direct a spark downwardly to the wicks and also in order that neither wick will interfere with the adjustment or replacement of the flint employed with the other wick.

In order to economize space and to cause the casing to be sufficiently small to be convenient to carry in the pocket of the user, as well as to so place the wick tube and wick of one sparking device that it will not interfere with the adjustment of the flint in the other sparking device, or the replacement or repair thereof, the sleeves or members carrying the flints and friction wheels may be placed in positions offset relatively to the top or sides of the casing, for example, as shown in Figs. 4 and 5 the sleeves 64 and 65 of the sparking devices may be offset as illustrated and the arms 66 and 67 for the cap members may be placed in alignment in a substantially central position.

In this form of the invention the unitary supply cup is employed as illustrated at 68 and a partition wall employed as indicated

at 69 in order to divide the interior of the casing into fuel compartments 70 and 71 preferably of unequal volume. The fuel is supplied through a common opening leading to the supply cup 68. In these figures of the drawings the wick associated with the compartment 70 is indicated at 72 and the wick associated with the compartment 71 is indicated at 73. In these figures of the drawing the cap members are not illustrated but it will be understood that the same or an equivalent type of cap member as shown in Figs. 1, 2 and 3 may be carried by the ends of the arms 66 and 67 and function in precisely the same manner as the cap members hereinbefore described.

By reference to Figs. 6 and 7 it will be seen that instead of applying the lighting devices including the wick and spark producing mechanism at the same end of the casing these lighting devices may be employed at opposite ends of the casing. In this structure, as in those hereinbefore described, the casing is provided with a supply cup 74 which together with a partition wall 75 divides the interior of the casing into compartments 76 and 77 which are preferably of unequal volumes. The supply cup 74 is fitted with a single plug normally closing the supply opening, as in the other forms of the invention. The casing at one end is provided with a wall 78 on which a sleeve 79 is mounted.

In the sleeve 79 there is the usual flint for producing a spark by means of a friction wheel, or otherwise, and the flint is adjusted and maintained in position by the screw 80. At this end of the casing there is also the usual cap 81 carried by an arm 82 and pivotally connected to a tubular post 83. Likewise at the opposite end of the casing there is a sleeve 84 mounted in a post extending from the end wall of the casing and carrying an adjusting screw 85 for maintaining the flint, or other sparkling material, against the friction wheel. There is also a cap 86 carried by an arm 87 which is pivotally mounted in a post 88 also secured in and extending from the wall at this end of the casing. In this structure, as will be understood, there are also the wick tubes and wicks supplied by fuel in the compartments 76 and 77 and in the use of the apparatus the fuel burns at the exposed ends of the wicks, being ignited by the spark from the flint.

As shown in Figs. 8 and 9 the flame producing apparatus, including the wicks and the sparking devices by which the fuel is ignited at the exposed ends of the wicks, may be placed in alignment on a wall of the casing instead of being overlapped, as for instance is shown in the forms of the invention illustrated in Figs. 1 to 5 inclusive. In the structure shown in Figs. 8 and

9 the casing is made sufficiently long for this purpose and it will be understood that while being lengthened it may be correspondingly made thinner, that is, of a decreased thickness. In this type of lighter, as in those hereinbefore described, the casing is fitted with a supply cup 89 and a partition wall 90 dividing the interior thereof into two compartments 91 and 92. The fuel supply cup may be in all respects like those hereinbefore described.

The flame creating devices associated with the compartment 91 in this structure may include a sleeve 93 mounted in a suitable side wall of the casing and fitted with an adjusting screw 94 by means of which and a suitable spring, as hereinbefore described, the flint, or other sparking material, may be maintained in position against the surface of a friction disc. The friction disc and the exposed end of the wick may be normally covered by a cap 95 carried by an arm 96 pivotally connected to a post 97 which is also secured to the side wall of the casing. In like manner the flame creating device associated with the compartment 92 may include a sleeve 98 mounted in a suitable post extending from the side wall of the casing and fitted with an adjusting screw 99 by means of which and a suitable spring, as hereinbefore described, a flint, or other sparking material, is maintained against the friction device. The friction devices and the exposed end of the wick associated with the compartment 92 may be normally covered by a cap 100 carried by an arm 101 which is pivotally mounted in a post 102 also extending from this side wall of the casing.

In the devices of the invention as hereinbefore described the spark creating devices have been mounted on the exterior of the casing. In certain types of cigar and cigarette lighters the tube carrying the sparking material and the friction disc associated therewith is made to extend through the casing and my present invention is equally applicable to this type of lighter. As illustrated in Figs. 10, 11 and 12 I also employ a supply cup 103 fitted with a plug 104 and associated with a partition wall 105 for dividing the interior of the casing into fuel compartments or chambers 106 and 107, of different volumes.

The wick tube associated with the compartment 106 in this structure is indicated at 108 and the wick at 109. The wick tube associated with the compartment 107 is indicated at 110 and the wick therein at 111. The supply cup in this structure is formed in all respects like that hereinbefore described in connection with the form of the invention shown in Figs. 1, 2 and 3 and is, therefore, constructed to have a single supply opening in the casing to feed fuel to both the fuel compartments or chambers

and when closed by the plug 104 to shut off all communication between these compartments.

In this type of lighter there is a tube 112 suitably mounted in a casing and extending through the compartment 106. At one end this tube 112 is fitted with an adjusting screw 113. Within the tube there is a spring 114. At the opposite end of the tube there is a flint 115, or other spark creating material, which is maintained in position against the peripheral surface of a friction disc 116. The disc 116 is mounted in a bracket 117 extending from the upper wall of the casing, as indicated in these figures of the drawings. Associated with this tube and the spark creating device therein there is an arm 118 pivotally mounted at one end in a post 119 while at its opposite end this arm terminates in a cap 120 adapted to function as a cover for the friction disc 116. The arm 118 is also provided with a cap 121 which functions as a cover for the exposed end of the wick 109 and also as a snuffer for the same in extinguishing the flame.

In like manner there is a tube 122 extending through and suitably secured in place in the fuel compartment or chamber 107. At one end this tube 122 is fitted with an adjusting screw 123. Within the tube there is a spring 124.

At the opposite end of the tube there is a flint 125, or other sparking material, which by means of the spring is maintained in position at its outer end in contact with a friction disc 126. The friction disc 126 is suitably mounted in a bracket 127. Associated with this tube 122 and the parts carried thereby there is an arm 128 pivotally mounted at one end in a post 129 and so formed at its opposite end as to provide a cap 130 which functions as a cover for the friction disc 126 when these parts are in their normal positions. The arm 128 is also provided with an auxiliary cap 131 which when the parts are in their normal positions functions as a cover for the exposed end of the wick 111 and also as a snuffer to extinguish the flame when the arm and caps are returned to their normal positions.

In the type of the invention as shown in Figs. 10, 11 and 12 the flame creating devices are placed side by side at one end of the casing. In some instances this necessitates a casing of a sufficient thickness to make the same objectionable. In order, however, to appreciably reduce the thickness of the casing these flame creating devices, as illustrated in Figs. 13, 14 and 15, may be placed in substantial alignment with one another. In this type of the invention as shown in Figs. 13, 14 and 15 the casing is provided in the manner as hereinbefore de-

scribed with a supply cup 132 associated with a partition wall 133 for dividing the interior of the casing into compartments or chambers 134 and 135 which are preferably of unequal volume. The wall at the upper end of the casing, as illustrated in these figures, is provided with spaced posts 136 and 137. Pivottally mounted in the post 136 is an angular arm 138 provided at its outer end with a cap 139 forming a cover for a friction disc 140 when the parts are in their normal positions. This arm 138 is also provided with an auxiliary cap 141 adapted to normally cover the exposed end of the wick associated with the fuel compartment 134. In a similar manner the angular end of an arm 143 is pivottally mounted in the post 137. At its opposite end this arm 143 terminates in a cap 144 adapted to function as a cover for the friction disc 145. The arm 143 is also fitted with an auxiliary cap 146 adapted when the parts are in their normal positions to function as a cover for the exposed end 147 of the wick associated with the fuel compartment or chamber 135. By this structure, as will be understood, the offset ends of the arms make it possible to appreciably reduce the thickness of the casing of the lighter. In this structure it will also be understood that the tubes for the spark creating devices extend through the compartments of the casing in the same manner as those hereinbefore described in the form of the invention illustrated in Figs. 10, 11 and 12.

In cigar and cigarette lighters constructed with the form of fuel inlet as hereinbefore described it may be necessary, in some instances at least, to provide each compartment with an auxiliary plug that may be removed for the purpose of inserting and packing the wick and absorbent material therein. In order to obviate the necessity of having auxiliary plugs in the casing for this purpose the casing and the fuel inlet therein may be so constructed as to make it possible to utilize the fuel inlet as an opening through which the wick and absorbent filling material may be placed in the several compartments into which the interior of the casing is divided.

By reference to Figs. 16, 17 and 18 it will be seen that the casing 148 may be provided with a partition wall 149 dividing the same into compartments 150 and 151 and the bottom wall of the casing provided with an internal annular flange 152 having a lip or projection 153 at the inner end thereof. The flange 152 is interiorly screw threaded in order to receive a suitable plug 154. This plug 154 is fitted with a gasket 155 which may be secured thereto in any desired manner and as will be understood from these figures of the drawings the outer face of

the lip 153 and the end of the partition wall 149 may be suitably ground to provide a seat for the gasket when the plug is screwed to place whereby, as will be apparent, the ports leading to the compartments 150 and 151 will be completely closed and then made independent of one another. This type of fuel inlet opening, as will be understood, may be employed with any desired type of flame creating devices.

In some instances, furthermore, it may be desirable to employ a single sparking device associated with the protruding ends of wicks which are fed from separate compartments in the casing, each compartment, of course, being the reservoir for a fuel supply. For instance, as shown in Figs. 16, 17 and 18 the upper wall of the casing is provided with a wick tube 156 through which a wick 157 extends and in a suitably spaced position the upper wall of the casing is also provided with a wick tube 158 in which there is a wick 159. The wick 157 is supplied from the fuel in the compartment 150 and the wick 159 from the fuel in the compartment 151. Between the wick tubes 156 and 158 the upper wall of the casing is provided with posts 160 pivottally mounted in which there is a friction disc 161. This friction disc is adapted to be turned in either direction and to create a spark from a flint or other sparking material placed within a sleeve 162 and maintained against the surface of the disc by a spring 163, the tension of which is adjustable by means of a screw 164 or otherwise. It will be understood, of course, that when the friction disc 161 is turned in a clockwise direction, as viewed in Fig. 16, the spark will be directed to the exposed end of the wick 157 and when turned in a counter-clockwise direction the spark will be directed to the exposed or projecting end of the wick 159. As in other forms of the invention this type preferably includes an arm 165 pivottally mounted as indicated at 166 in a post 167 extending from the upper wall of the casing. At the opposite end of the arm 165 there is a cap 168 normally adapted to fit over and function as a cover for the friction disc 161 and the wick tubes 156 and 158 with the ends of the wicks projecting beyond the same.

In another type of cigar and cigarette lighter, and as illustrated in Figs. 19, 20 and 21, it is quite possible within the scope of the present invention to employ separate or individual devices for creating a flame and to provide a single cap or cover for them. In these figures of the drawings there are friction discs 169 and 170 placed side by side by being mounted to turn on a suitable shaft secured in posts extending from the upper wall of the casing. These friction discs are preferably so mounted as to be turned independently of one another. In



these figures I have illustrated the type of lighter in which there is an interior sleeve for the flint or other sparking material. The flint tube in one compartment is indicated at 171 and the flint tube in the other compartment at 172.

The upper wall of the casing in this type of lighter is also fitted with spaced wick tubes with separate and independently fuel supplied wicks extending therefrom. One of these wick tubes is indicated at 173 and the wick associated therewith at 174, this wick being lighted by the friction disc 170 and the flint, or other sparking material, in the sleeve 172. The other wick tube is indicated at 175 and its wick at 176. This wick is associated with the friction disc 169 and is adapted to be ignited by a spark from the flint in the sleeve 171. As in the other forms of the invention in this type there is preferably a cap for covering the friction wheels and wick tubes. To this end there is an arm 177 pivotally mounted at one end at 178 in a post 179 and provided at its opposite end with a cap 180 adapted normally to fit over and function as a cover for the friction discs 169 and 170 and the wick tubes 173 and 175 and the ends of the wicks projecting therefrom. An obvious advantage of this particular type of cigar and cigarette lighter is that either wick may be lighted without changing the position of the lighter in the hand of the user.

In Figs. 22, 23 and 24 I have illustrated another type of lighter apparatus in which there are friction discs employed in a closely associated relationship and in which the sleeves for the flints are arranged exteriorly of the casing. These sleeves are indicated at 181 and 182 and are preferably placed in a superimposed position, both being secured in a post 183 or otherwise. At their corresponding ends these flint sleeves have the usual adjusting screws 184 and 185. Mounted adjacent the opposite ends of the sleeves are the friction discs 186 and 187. These as usual are mounted in a suitable post provided therefor and connected to and extending from a wall of the casing.

These friction discs are preferably so mounted as to be operated independently of one another. Associated with the friction disc 186 is a wick tube 188 projecting through which is a wick 189. Associated with the friction disc 187 there is a wick tube 190 projecting through which is the end of a wick 191. The wick tube 188 is appreciably longer than the wick tube 190. This is obviously so in view of the fact that the wick 189 is to be ignited by a spark from the flint in the sleeve 181 and the wick 191 is to be ignited from a spark from the flint in the sleeve 182. In this type of lighter there is also a unitary cap for normally covering the friction discs and the wick tubes

and wicks associated therewith. The pivoted arm in this instance is indicated at 192. Adjacent one end thereof this arm has an offset portion 193 and at its extremity is pivotally mounted, as indicated at 194, in a post 195. At its opposite end the arm 192 carries a cap 196 so formed as to normally fit over and function as a cover for the friction discs 186 and 187 and the wick tubes 188 and 190 and the ends of the wicks projecting therefrom.

It will be understood that any one of the several forms of flame creating devices as I have shown and described may be employed with either of the forms of fuel inlets and that when necessary auxiliary plugs may be fitted into the walls of the casing in order to give access to the compartments therein for properly packing the wicks and filling the absorbent material in the several compartments, but that in the forms of the invention shown in Figs. 16 to 24 inclusive the wicks and packing material may be readily inserted through the fuel opening.

As herein illustrated and described I have set forth various types of cigar and cigarette lighters in which the flame creating devices have been variously associated with the casing. Obviously, however, there are many other arrangements as well as other types of flame creating devices which may be employed in carrying out the invention. For example, in some forms of lighters the friction disc is actuated by releasing a cover and then causing the same to open to thereby ignite the wick, the parts being normally all enclosed within the casing. Referring to the drawings, Figs. 8 and 9, the construction of the sparking device could be modified slightly to include a mechanism in which the friction disk is actuated by releasing the cover for the sparking device and wick. In other instances the friction discs may be actuated by the arm carrying the cap for the wick tube. Referring to the drawings, Figs. 8, 9, 10, 11 and 12, the construction of the sparking device could be modified slightly to include a mechanism in which the friction disk is actuated by releasing the arm carrying the cap for the wick tube without departing from the nature and spirit of the invention. My invention is obviously applicable to this and other types of cigar and cigarette lighters and is understood not to be limited to any particular type as herein illustrated and described. The invention, moreover, resides in the provision of a cigar and cigarette lighter in which there is a casing constructed to include a plurality of fuel compartments although I prefer to employ only two such compartments, together with means whereby through a single supply opening fuel may be fed into all the compartments and the supply opening closed, and simultaneously with closing the fuel

supply opening the several compartments irrespective of their number are cut off from one another, that is, when the fuel supply opening is closed there is no communication between any of the several compartments within the casing, it being understood, of course, that associated with each of the several compartments of the casing there preferably is a separate and individually operative set of devices for creating a flame from a sparking material, or there may be a spark creating device common to two or more wicks leading from individual compartments, in order that should for any reason the flame creating devices associated with one compartment become inoperative there is a set of flame creating devices held in reserve which may be used until such a time as the inoperative devices may be made operative by adjustment, or repairs, or the replenishing of the fuel. It will furthermore be understood that the term "liquid fuel" as hereinbefore employed is intended to mean any form of volatile substance which may be employed in producing a flame in lighters of the character described.

I claim as my invention:

1. In a cigar and cigarette lighter, a casing, a plurality of individually operable lighting devices thereon, a partition dividing said casing into a plurality of compartments, each of which is associated with one of said lighting devices, a wick tube associated with each compartment, a wick lying within each compartment and extending from the wick tube associated therewith, a fuel inlet cup associated with said casing and communicating with each compartment therein, and a plug member for said inlet cup for controlling communication between the compartments. 75
2. In a cigar and cigarette lighter, a casing, a plurality of individually operable lighting devices thereon, a partition dividing said casing into a plurality of compartments, each of which is associated with one of said lighting devices, a wick tube associated with each compartment, a wick lying within each compartment and extending from the wick tube associated therewith, said casing defining a single fuel inlet extending within the same and adjacent to the partition, the inlet affording communication to each compartment, and a plug member associated with the inlet for controlling communication to and between the compartment. 80
3. In a cigar and cigarette lighter, a casing, a plurality of individually operable lighting devices thereon, a partition dividing said casing into a plurality of compartments, each of which is associated with one of said lighting devices, a fuel inlet cup located interiorly of the casing, said cup integrally including a portion of the partition and having ports therein opening communication to each compartment, and a plug member associated with said cup and closing communication between the respective ports leading to the compartments. 85

Signed by me this 24th day of April, 1929.  
SAMUEL SUMMER.

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