J. L. DAY.

FUEL TANK.

APPLICATION FILED APR. 29, 1920.

1,352,792. **Patented Sept. 14, 1920.**

2 SHEETS—SHEET 1.

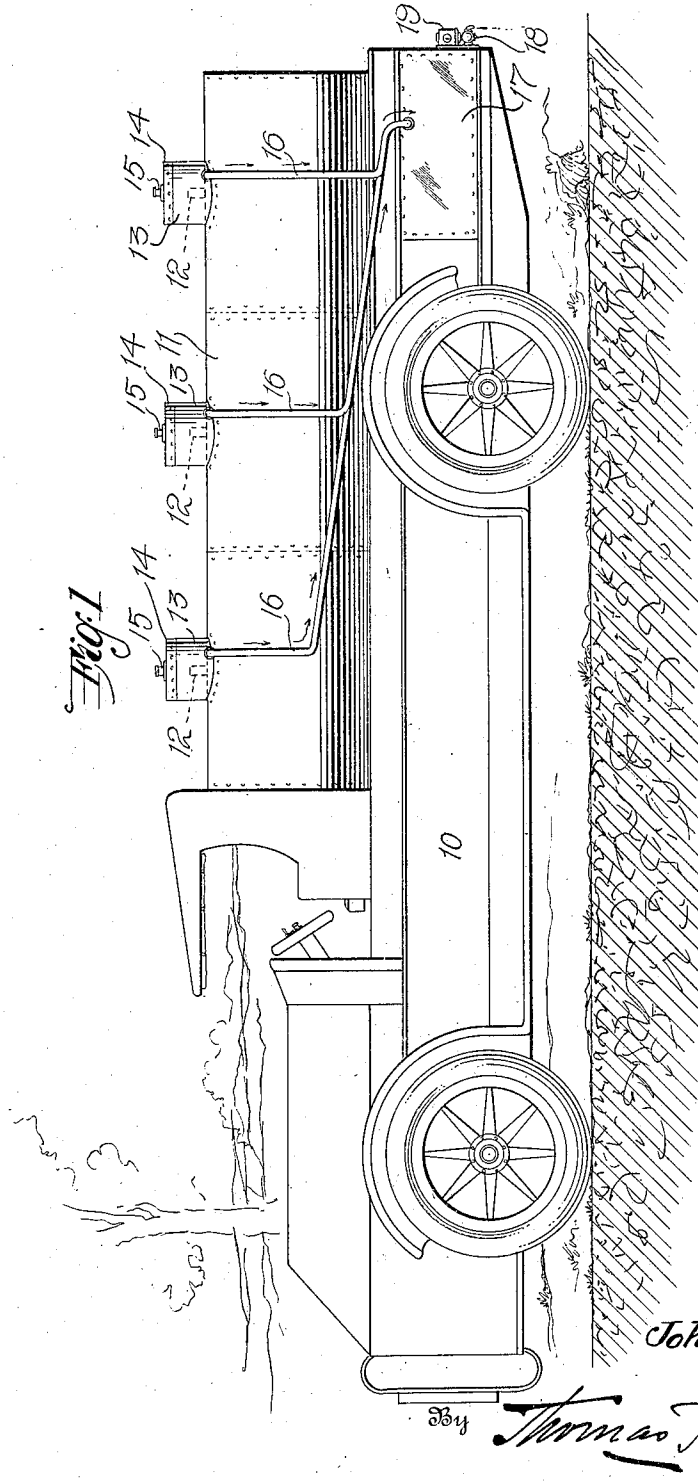


Fig. 1

Inventor
John L. Day.

By Thomas R. Harner
Attorney

J. L. DAY.

FUEL TANK.

APPLICATION FILED APR. 29, 1920.

1,352,792.

Patented Sept. 14, 1920.

2 SHEETS—SHEET 2.

Fig. 2

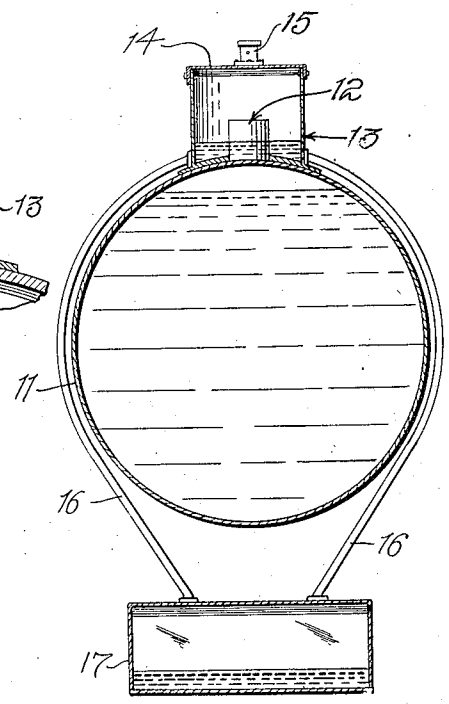
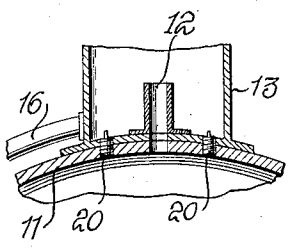


Fig. 4



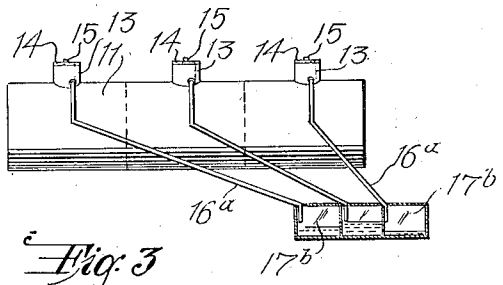


Fig. 3

Inventor

John L. Day.

By Thomas R. Harney

Attorney

UNITED STATES PATENT OFFICE.

JOHN L. DAY, OF MEMPHIS, TENNESSEE.

FUEL-TANK.

1,352,792. Specification of Letters Patent. Patented Sept. 14, 1920.

Application filed April 29, 1920. Serial No. 377,530.

To all whom it may concern:

Be it known that I, JOHN L. DAY, a citizen of the United States of America, residing at Memphis, in the county of Shelby and State of Tennessee, have invented certain new and useful Improvements in Fuel-Tanks, of which the following is a specification.

My present invention relates generally to fuel tanks, and more particularly to tank wagons which are commonly provided with small upper filling spouts communicating with their one or more compartments and having valved caps from which there is commonly a good bit of leakage due to over filling, in the placement and removal of filling spouts, and also due to the jolting and jarring of the vehicle over rough roadways, my object being the provision of simple, comparatively inexpensive additions to the tank whereby to conserve this waste.

With this object in view I propose a construction which is shown in the accompanying drawings, which illustrate the invention and form a part of this specification, and in which,

Figure 1 is a side view of a tank wagon provided with my improvements,

Fig. 2 is a vertical cross section,

Fig. 3 is a diagrammatic side view partly in elevation and partly in section,

Fig. 4 is an enlarged detail cross section showing a slightly modified construction.

In the accompanying drawings I have shown a motor tank truck generally at 10, the tank of which appears at 11 and may be divided into several compartments as is commonly the case, each compartment having a small upper filling spout 12 which is ordinarily provided with a cap having a safety valve forming a vent and from which under ordinary circumstances there is considerable waste of gasolene or other fuel oil from the tank due to the jolting and jarring over rough roads and careless placing and removal of filling tubes. This waste ordinarily runs down the sides of the tank and drips from its lower portion, and to prevent this waste I provide the tank with an upright cylinder 13 rising therefrom in spaced relation around and above each filling spout 12, each cylinder forming a catch basin therein around the filling spout and having an upper cap 14 provided with a safety valve 15, removal of the cap 14 permitting of ready access to the filling spout 12.

The lower side portions of each of the cylinders 13 are connected by depending pipes 16 to a lower waste storage tank 17, the latter of which may have an outlet valve 18 of either the ordinary form or provided with a lock 19 so that its manipulation is prevented except at the filling station if it is so desired. These several catch basin outlet pipes 16 may be connected to one another so as to provide for a single connection at each side of the waste tank 17 as in Fig. 1, or, in case different fluids are utilized in the several tank compartments, a waste storage tank 17^a as in Fig. 3 may be provided with a similar number of compartments 17^b and the catch basin outlet pipes 16^a may lead separately to these compartments as shown in order to avoid commingling of the different fluids.

In either event it is obvious my invention provides very simple attachments which will soon pay for themselves in the salvage of present waste, and will avoid difficulties between drivers and filling station superintendents as to the amount of waste under present circumstances and will bring about more equitable relation between all parties concerned.

It is furthermore obvious that while I have shown my invention as applied to tank wagons, it is obvious it is equally applicable to other portable liquid conveyances, such as tank railway cars and the like and that in either use it will be effective and efficient for the intended purposes.

I may vary the described construction to the extent of providing the top of the tank 11 with openings inside the cylinders 13 and at opposite sides of the filling spouts 12. These openings are normally closed by plugs 20 and by removing the plugs 20 and inserting plugs of any suitable character within the adjacent ends of the pipes 16, when filling the tank 11, any liquid spilling within the cylinders will be allowed to drain into the tank instead of running downwardly into the waste tank.

I claim:

1. A portable fluid tank having an upper

filling spout, a cylinder around the filling spout in spaced relation and extending thereabove, a valved cap for normally closing the cylinder, a waste storage tank, and a pipe connection leading from the lower portion of the cylinder to the said waste tank as described.

2. A portable liquid tank having an upper filling spout, means forming a catch basin around the filling spout and extending thereabove, a valved closure therefor, and a waste storage tank with which the catch basin has a pipe connection, having a valved outlet as described.

In testimony whereof I have affixed my signature.

JOHN L. DAY.