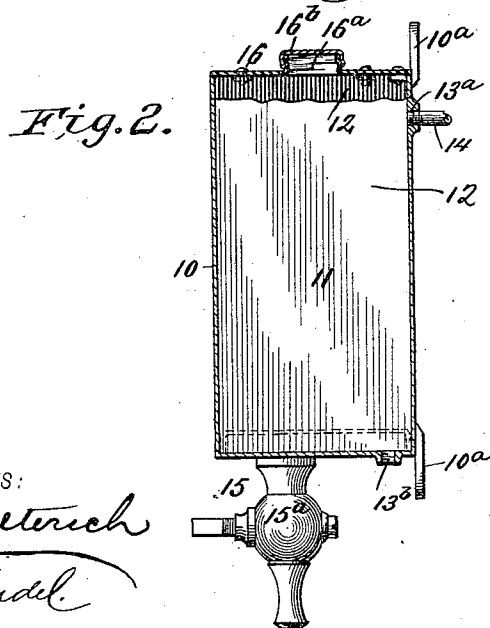
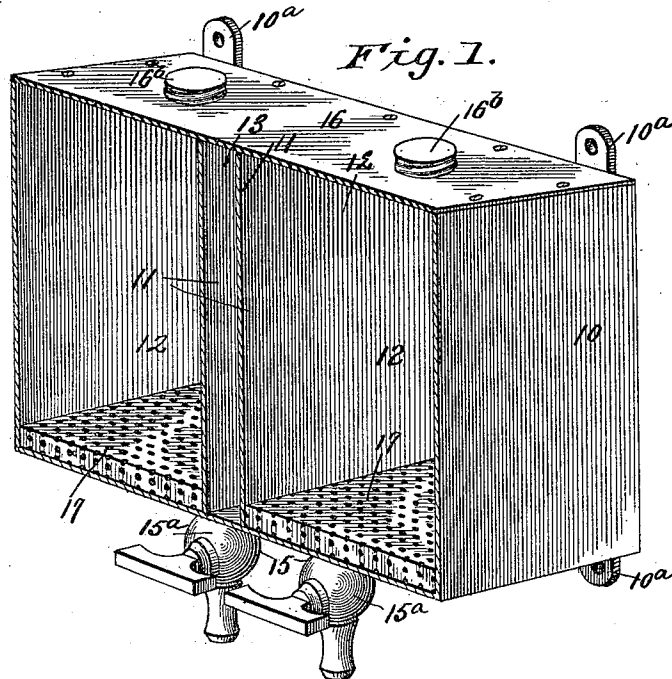


(No Model.)

F. W. MOSBY, Jr.
OIL RESERVOIR.

No. 471,489.

Patented Mar. 22, 1892.



WITNESSES:

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FRANK W. MOSBY, JR., OF BIRMINGHAM, ALABAMA.

OIL-RESERVOIR.

SPECIFICATION forming part of Letters Patent No. 471,489, dated March 22, 1892.

Application filed August 16, 1891. Serial No. 402,775. (No model.)

To all whom it may concern:

Be it known that I, FRANK W. MOSBY, Jr., residing at Birmingham, Jefferson county, and State of Alabama, have invented a new and Improved Oil-Reservoir, of which the following is a specification.

This invention relates generally to oil tanks or reservoirs, and more particularly to an improved tank adapted for use upon locomotives, &c. The oil usually employed upon locomotives becomes thick during cold weather, and even during the other seasons it frequently becomes too thick to flow freely.

The object of my invention is to remedy these defects by providing an oil-tank of peculiar construction with a heating-chamber whereby the oil is always maintained in a fluid state.

My invention consists, further, in certain details of construction and combination of parts, as will be more fully described hereinafter, and designated in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view, the forward side being broken away to show the interior of the reservoir. Fig. 2 is a central transverse vertical sectional view.

In carrying out my invention I employ a tank or reservoir 10, said tank being divided by the partitions 11 11 into the oil-chambers 12 12, and the heating-chamber 13 intermediate the oil-chambers. The heating-chamber 13 is quite narrow as compared with the oil-chambers and extends the entire length or height of the same, and near the upper end of said heating-chamber, preferably at the rear side of the same, is produced an aperture 13^a, adapted to receive a pipe 14, by means of which steam or any other heating medium may be introduced into the heating-chamber. An exhaust-opening 13^b is produced in the bottom of the heating-chamber, whereby the condensed steam, &c., escapes from the heating-chamber into the atmosphere. A discharge-pipe 15 is connected with each oil-chamber 12 at the bottom of the same, each of said pipes being provided with the stop-cock 15^c.

The tank or reservoir 10 is provided with a top or cover 16, said cover having filling-vents

16^a produced therein, each of said vents opening into a separate oil-chamber, whereby oil may be supplied to said chamber as it is needed. The vents are closed by means of screw-taps 16^b to prevent any loss of liquid from jarring, &c. The tank is adapted to be carried upon the locomotive and is shaped according to the place of its attachment. It is, however, usually provided with lugs or ears 10^a, extending laterally from its rear side, whereby it can be readily attached to any portion of the locomotive desired. These lugs or ears may be integral with the tank or attached thereto, as desired, and it is also immaterial whether the tank is made in one piece or constructed of a number of separate sheets.

Any preferred number of oil-chambers and heating-chambers may be employed, and, if desired, a single oil-chamber may be used in connection with a single heating-chamber.

If the tank should be attached to the exterior of the engine and it is desired to have the oil drawn inside the same, the discharge-pipe will be extended from the tank into said engine and there provided with the stop-cock. It will also be noticed that the discharge-pipes are attached to the oil-tank adjacent to the heating-chamber, whereby the oil will always be maintained in a fluid condition while it is being drawn off.

A strainer 17, composed of perforated metal, wire-gauze, or other suitable material, is arranged in each oil-chamber near the bottom of the same and over the mouth of the discharge-pipe to prevent sediment, &c., entering said pipe and choking the same. My tank being used upon a locomotive, it is preferred to connect a steam-pipe with the heating-chamber, the steam circulating through said chamber maintaining the oil in the adjacent chambers in a fluid state, and all water of condensation and exhaust-steam will escape through the exhaust-opening in the bottom of the heating-chamber.

If desired, the tank may be surrounded with a wooden casing to prevent the cold solidifying the oil held therein.

Having thus described my invention, what I claim is—

1. An improved oil tank or reservoir divided into a plurality of oil-chambers, and a heating-chamber arranged between each adjacent pair of oil-chambers, substantially as shown and described. 5
2. In an oil-tank, the combination, with the independent oil-chambers, of the heating-chamber arranged between the said oil-chambers and adapted to supply heat to both of the 10 oil-chambers, substantially as shown and described.
3. The combination, with a tank provided with attaching lugs or ears, of a removable top provided with screw-taps, and the discharge pipe or pipes connected with the said 15 tank, substantially as shown and described.
4. In an oil-tank, the combination, with the independent oil-chambers, each provided with a cover, supply-vent, and discharge-pipe, of the heating-chamber arranged adjacent to 20 both the oil-chambers, and the steam-pipe adapted to enter said heating-chamber, said chamber being provided with an exhaust-opening, substantially as shown and described.

FRANK W. MOSBY, JR.

Witnesses:

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LOUIS L. DEAN.