

No. 691,920.

Patented Jan. 28, 1902.

**E. E. STUTZ.
THRESHER TANK.**

(Application filed Oct. 12, 1901.)

(No Model.)

FIG. 1.

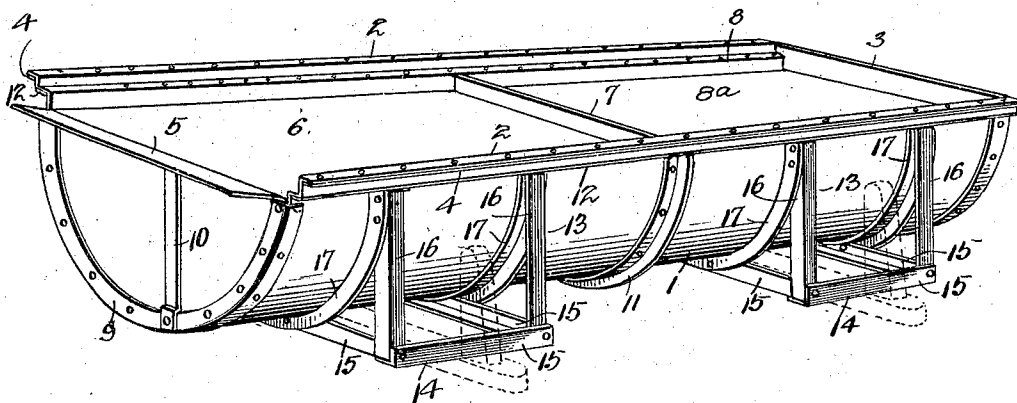


FIG. 2.

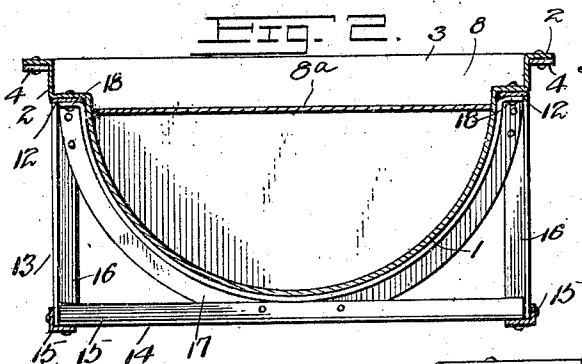


FIG. 3.

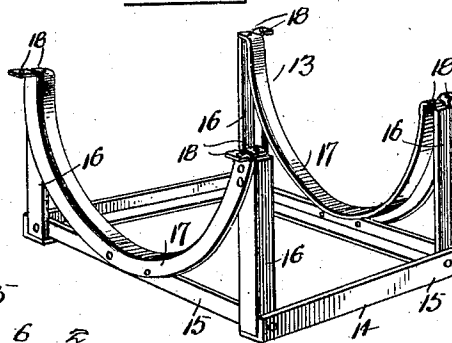
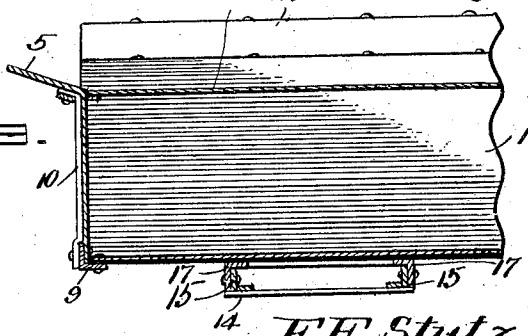


FIG. 4.



Witnesses
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EUGENE E. STUTZ, OF MIDDLEBURY, INDIANA.

THRESHER-TANK.

SPECIFICATION forming part of Letters Patent No. 691,920, dated January 28, 1902.

Application filed October 12, 1901. Serial No. 78,491. (No model.)

To all whom it may concern:

Be it known that I, EUGENE E. STUTZ, a citizen of the United States, residing at Middlebury, in the county of Elkhart and State of Indiana, have invented a new and useful Thresher-Tank, of which the following is a specification.

This invention relates to thresher-tanks; and the object in view is to construct devices of this class of light-weight galvanized sheet iron or steel or other non-corrosive sheet metal and to provide a particular form of truss-support into which the tank is set and reinforced thereby, so as to prevent the tank, in view of its light sheet-metal structure, from sagging or becoming misshaped by the weight of the water and fuel deposited therein and to have each truss-support so constructed that it may be conveniently and readily applied to the bolster of a wagon-truck.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of the thresher-tank embodying the features of the invention. Fig. 2 is a transverse vertical section through the same and the rear truss-support. Fig. 3 is a longitudinal vertical section of a portion of the tank and the front truss-support. Fig. 4 is a detail perspective view of one of the truss-supports.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates the body of the tank, which is constructed of any suitable non-corrosive sheet metal and may be of the semicircular form shown or of oblong, round, or cylindrical shape. The bodies of these tanks have been made in various cross-sectional contours for some time, and it is proposed to follow the various shapes heretofore employed in the construction of the improved tank, the reinforcing and supporting parts, which will be hereinafter set forth, being changed to conform to the variation in the cross-sectional contour of the tank. In the tank, as shown, are upper offset side flanges 2 and rear flange 3, which are reinforced by metallic straps 4, riveted thereto to strengthen the flange and give it sufficient rigidity to

prevent it from being crushed, the provision of the flanges providing a greater transverse top space. The upper portion of the front end of the tank is provided with a shovel, board, or flange 5, which leads to a fuel-box top 6, on which is disposed the fuel for feeding the engine to which the tank may be attached. The fuel-box top extends rearwardly to a transverse partition 7, and from the said partition to the rear end of the tank a water-space 8 is formed, which communicates with the space under the bottom of the said fuel-box top and has a removable top cover 8^a, the custom being in this construction to interpose bulkheads within the inclosed portion of the water-space to break the force of the water caused by the sudden movement of the tank when transported from one place to another or while drawn by the engine, the said bulkheads also serving to strengthen the tank. These bulkheads have not been shown, nor is it absolutely necessary that they be used; but as it is a common construction it has been referred to as applicable for use in the present form of tank.

Where the curved portion of the body of the tank angularly intersects the ends of the latter angularly-bent brace-straps 9 are applied and firmly secured by rivets or other means, and extending upwardly over the central portions of the ends of the tank are counterbraces 10. At an intermediate point also and conforming in shape to the curved body portion of the tank is a T-brace 11, which is exteriorly applied and also securely fastened in place to strengthen the intermediate portion of the tank. The outer overhanging portions of the flanges 2 have metal brace-straps 12 secured thereto, so that the said portions of the flanges may serve as supporting means in connection with specially-constructed devices for holding the tank in connection with a wagon-truck and which will now be explained.

The devices used for holding the tank on a wagon-truck are in the form of truss-supports 13, which engage the front and rear extremities of the tank. Each of these truss-supports comprises a rectangular base-frame 14, made up of side and end angle-bars 15, which are secured in any suitable manner to the bolsters of a wagon-truck, and rising from the corners

of said frame 14 are angle-iron uprights 16. Secured to the upper extremities of the uprights 16 are inverted arcuate braces or carriers 17, which are also formed from angle-iron and have the terminals 18 of the two members of each at opposite ends bent at an angle and apertured for disposition under and against the overhanging horizontal portions of the flanges 2, to which they are bolted. The intermediate portions of the arcuate braces or carriers 17 are also riveted or otherwise attached to the front and rear side angle-bars of the frame 14, the contour of the braces or carriers conforming to that of the body of the tank, so that the said tank will snugly fit in said braces or carriers. By the use of these truss-supports a convenient means of holding the tank on a wagon-truck is provided and at the same time the body of the tank is reinforced and strengthened to resist bending or sagging by the weight of material disposed therein.

The improved form of tank will be found exceptionally convenient, and in view of the lightened construction of the same the weight-drag on the engine to which it is attached or with which it is used will be materially reduced when compared with the ordinary construction of this class of devices.

Having thus described the invention, what is claimed as new is—

1. In a thrasher-tank, the combination of a tank-body having an approximately semicylindrical bottom, and truss-supports therefor adapted to be secured to a wagon-truck and comprising a base-frame of approximately rectangular form, uprights arranged at the corners of the frame and inverted arcuate carriers secured at their ends to the uprights and connected between their ends to the base-frame and conforming to the configuration of the bottom of the tank-body, substantially as described.

2. In a thrasher-tank, the combination of a tank-body having upper overhanging side flanges and truss-supports for said body adapted to be secured to a wagon-truck and comprising a base-frame with corner-uprights and front and rear inverted arcuate carriers having the upper terminals bearing against and secured to the said flanges.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

EUGENE E. STUTZ.

Witnesses:

M. G. HOOVER,
IRA E. ELLIOTT.