A. M. MORRISON.

WAGON TANK.

APPLICATION FILED APR. 6, 1914.

1,183,025. Patented May 16, 1916.

Fig. 1

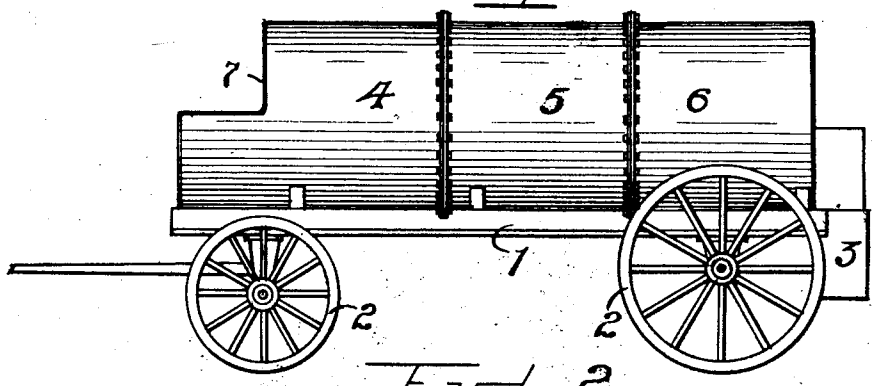


Fig. 2

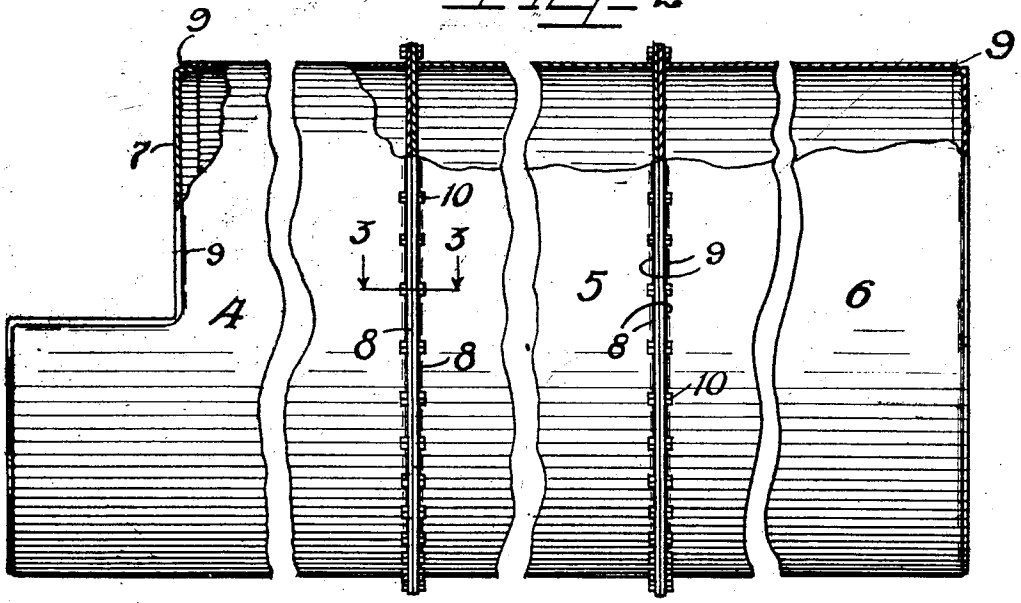


Fig. 3

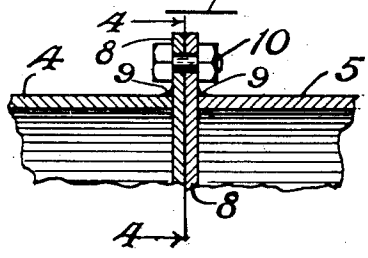
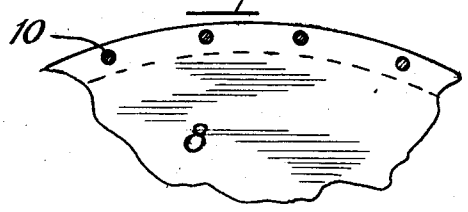


Fig. 4



Witnesses

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WAGON-TANK.

1,183,025. Specification of Letters Patent. Patented May 16, 1916.

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To all whom it may concern:

Be it known that I, ANDREW M. MORRISON, a citizen of the United States, and a resident of the city of Dubuque, in the county of Dubuque and State of Iowa, have invented certain new and useful Improvements in Wagon-Tanks; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the numerals of reference marked thereon, which form a part of this specification.

Purveyors of oil for domestic purposes generally use what is known as a tank wagon, which is a vehicle provided with a large tank divided into several different compartments, one for each different kind of oil carried. In the older types of oil wagons it is not uncommon for a leak to occur between compartments, due to imperfections or a decomposition of the metal, or sometimes even a springing or warping of the partition, which is usually riveted therein, and thus permitting an intermingling of the oils. Obviously this is a dangerous occurrence, as an oil sold as pure kerosene would contain, for instance a slight amount of gasolene, so that a serious accident might result by the use of the kerosene. In other constructions a double bulkhead provided with an air space has formed the partition within the tank, and a drain is provided in the bulkhead so that oil leading into said air space from either one of the compartments in the tank immediately flows off into the street. In some localities laws have been passed requiring the use of this type of tank wagon as a protection to the public. However, the drivers oftentimes, upon perceiving a leak, with a consequent waste of oil taking place through the drain in the space between the bulkheads, plug up the drain, thus negativing the safety precaution of the double bulkhead. By this invention, however, all danger is absolutely precluded by dispensing with the compartment tank, and instead using a series or plurality of small tanks, similarly constructed, though not necessarily of the same size, and adapted for connection to one another to afford in appearance a single large tank with air spaces between the respective tanks. Furthermore, by so constructing the device, I avoid the undesirable interior riveting necessary in placing partitions within a single tank, as interior riveting is a very difficult means of securing a fluid-tight partition. Of course, the interior partition may be welded into the tank, but this is an exceedingly expensive operation.

In my invention, I not only provide a construction possessing many advantages over the older types by dispensing with the inner partitions and bulkheads and all riveting, but I simplify the construction by welding the tank heads to the walls or shells thereof, and thereafter bolting the tanks thus formed one to another.

It is an object of this invention to construct a wagon tank wherein a number of independent welded tanks similar in construction are rigidly connected to one another end to end affording substantially a unitary structure.

It is also an object of this invention to construct a device embracing a plurality of independent tanks with the welded heads extending outwardly beyond the walls, said extensions affording a means for connecting the respective tanks one to another to provide substantially a unitary structure.

It is also an object of my invention to construct a device embracing a plurality of independent tanks connected closely to one another, but affording a small air space between the tanks, due to inequalities in the outer abutting surfaces.

It is furthermore an object of this invention to construct a wagon tank embracing a number of cylindrical tanks similarly constructed by welding the heads to the walls, the heads extended beyond the walls to afford flanges for attachment of one tank to another.

It is finally an object of this invention to construct a safety oil wagon tank embodying all the elements of simplicity in manufacture and assembly.

The invention (in a preferred form) is illustrated in the drawings and hereinafter more fully described.

In the drawings: Figure 1 is a side elevation of a tank wagon embodying my invention. Fig. 2 is an enlarged side elevation partly broken away, illustrating the tank construction. Fig. 3 is a fragmentary section on line 3—3 of Fig. 2. Fig. 4 is a fragmentary section on line 4—4 of Fig. 3.

As shown in the drawings, referring to Fig. 1, a wagon bed or frame denoted by the reference numeral 1, is suitably mount-

ed upon wheels 2, and at the rear is a cabinet 3, to contain tools, funnels, etc., for the convenience of the driver. Mounted upon the wagon frame 1, are the independent tanks, denoted respectively by the reference numerals 4, 5, and 6, the tank 4, being cut away on its upper portion, though not necessarily so, and provided with an angled head 7, to permit the mounting of a seat for the driver thereon. The edges of the walls of each of said tanks are welded to the heads 7 and 8, by a fillet of metal 9. The device connected for use has apertures punched through the respective flanges afforded by the heads 8, of the tanks, permitting insertion therethrough of bolts 10, which maintain the tanks associated with one another as a unitary structure when the bolts are tightened up. It is obvious that by this construction any one of the tanks may be detached and removed from the wagon and another substituted therefor, all danger of intermingling of the oils being absolutely precluded.

I am aware that details of construction may be varied through a wide range without departing from the principles of this invention, and I therefore do not purpose limiting the patent granted otherwise than necessitated by the prior art.

I claim as my invention:

1. In a device of the class described, a safety wagon tank comprising a plurality of independent tanks, flanged closing heads on each end thereof, and means connecting said tanks one to another through said flanged heads to form a substantially unitary structure.

2. In a device of the class described, a plurality of independent tanks having closing heads thereon projecting annularly beyond the bodies of said tanks, and means engaging through the flanges of adjacent heads to hold said tanks detachably connected.

In testimony whereof I have hereunto subscribed my name in the presence of two subscribing witnesses.

ANDREW M. MORRISON.

Witnesses:
F. W. COATES,
M. E. ROESNER.