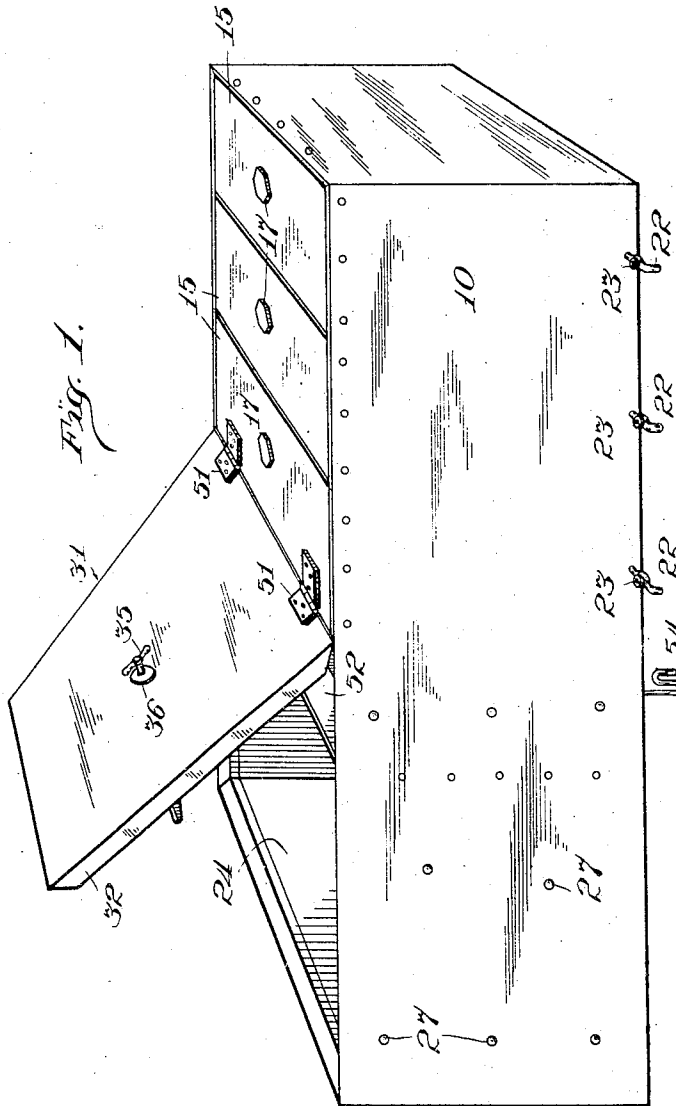


S. C. PANDOLFO.
COMBINATION TANK FOR AUTOMOBILES.
APPLICATION FILED JAN. 22, 1917.

1,250,495.

Patented Dec. 18, 1917.
2 SHEETS—SHEET 1.



WITNESSES:
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J. C. Vernon

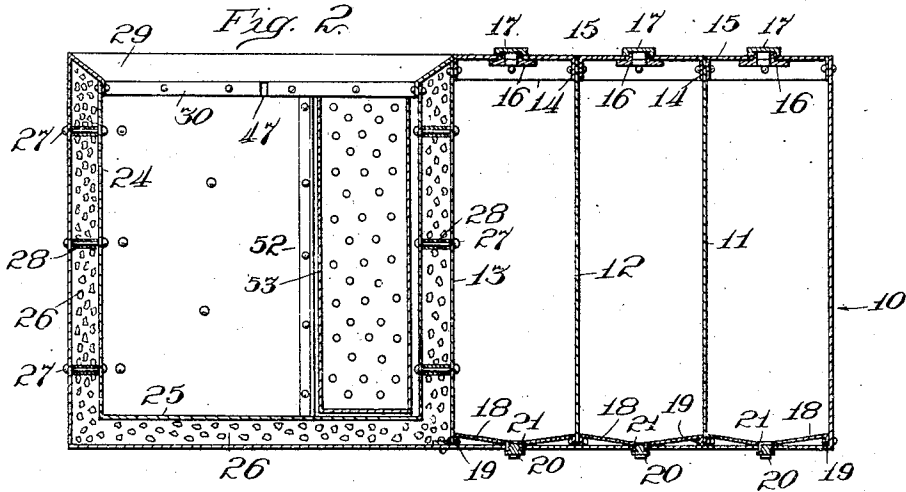
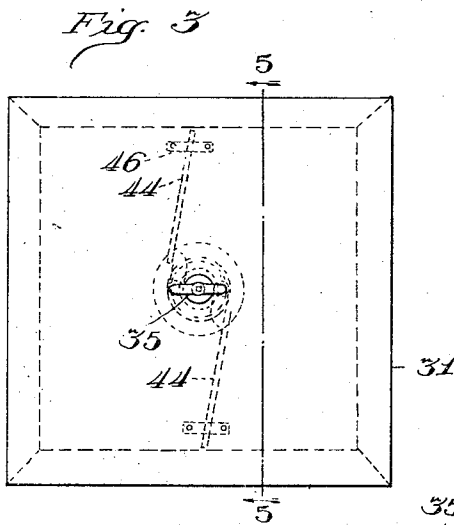
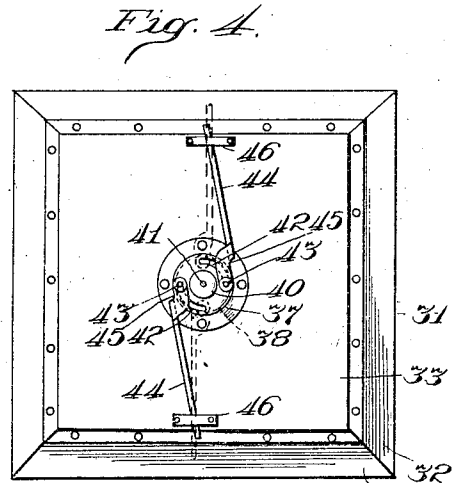
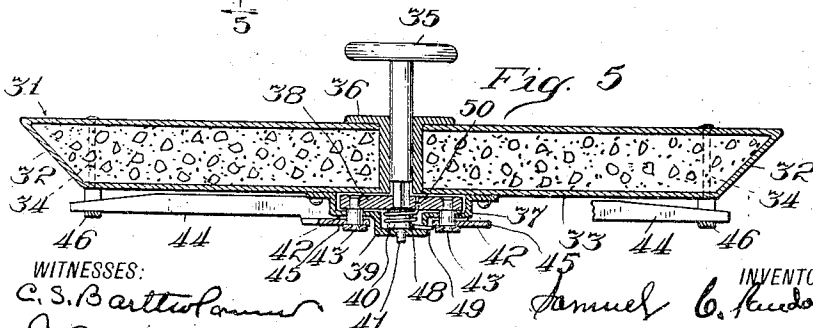
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SAMUEL C. PANDOLFO, OF CHICAGO, ILLINOIS.

COMBINATION-TANK FOR AUTOMOBILES.

1,250,495.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, SAMUEL C. PANDOLFO, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Combination-Tanks for Automobiles; of which the following is a description, reference being had to the accompanying drawings, which form a part of my specification.

My invention relates to a tank or receptacle more especially intended for use in connection with automobiles; the tank being intended for the storage of liquids, such as oil and the like; and also to provide an insulated compartment for the storage of edible articles, and beverages, or other articles; the invention contemplating a construction wherein the respective compartments are completely separated from one another and may be independently filled and drained, and whereby access to the compartments, or to the discharging means of the respective compartments, may only be had by the authorized individual.

The objects of the invention, as well as the advantages inherent in the construction, will be more fully comprehended from the following detailed description of the accompanying drawings wherein:—

Figure 1 is a perspective view of my improved tank with the cover or lid of the insulated compartment shown partially opened.

Fig. 2 is a vertical longitudinal sectional view of the tank with the cover of the insulated compartment removed.

Fig. 3 is a top plan view of the lid or cover for the insulated compartment, with the hinges removed, and the locking mechanism shown in unlocking position.

Fig. 4 is a bottom plan view of the lid or cover with the locking position of the locking mechanism shown in dotted lines.

Fig. 5 is a sectional view, taken on the line 5—5 of Fig. 3 looking in the direction of the arrows.

In the specific embodiment of the invention, as disclosed in the drawings, it comprises the rectangular tank 10 shown in Figs. 1 and 2, preferably composed of sheet metal formed so as to be fluid-tight and provided with partitions 11, 12 and 13, see Fig. 2, whereby the tank is divided into four compartments, each of which are to be fluid-tight so that the liquid of one compartment cannot enter the adjacent com-

partment or compartments; the partitions being therefore shown as preferably composed of sheet metal and secured in any suitable manner to the side walls of the tank; the upper ends of the partitions of the tank, for example, being secured to flanged sides 14 of the tops 15 of the respective compartments as shown in Fig. 2, and welded, soldered, or otherwise secured together.

The three compartments shown to the right in Fig. 2 are respectively intended to store such fluids as gasoline, lubricating oil and water; thus enabling the automobilist to carry an auxiliary supply of gasoline and lubricating oil, as well as a supply of water for use in the radiator and also for other purposes.

The three compartments or chambers just referred to are intended to be inaccessible except by means of suitable inlet ports and discharge ports; the inlet ports being provided in the top members or walls of respective compartments of the tank, being preferably shown at the longitudinal center line of each compartment. The inlets are illustrated in the form of flanged tubes 16; the flanges of the tubes being located on the inner side of the tops 15 and preferably welded, or otherwise secured thereto, with the tube portion extending through a suitable opening in the tops 15; each tube being shown threaded to receive a screw-cap 17 of hexagonal or other suitable shape, so as to enable the removal of the caps when it is desired to fill the respective compartments.

The three compartments in question are each provided with an inner or false bottom 18 shown provided with flanged sides 19. These flanged bottoms provide means for securing the lower ends of the partitions 11, 12 and 13, so that fluid-tight joints may be made between the false bottoms and the partitions, as shown in Fig. 2. The false bottoms are dished so as to slope toward the center of the bottoms where they are each provided with an outlet adapted to receive the plug 20. With the construction shown and described, it is evident that the contents of the respective compartments or chambers may be completely drained therefrom upon the removal of the closure means or plugs 20. The bottoms are shown preferably provided with the internally threaded nipples 21 secured to the inner or false bottoms 18 and extend through the main

or outer bottom of the tank and suitably secured thereto.

One side of the tank, adjacent the bottom thereof, and preferably at points substantially in alinement with the longitudinal center line of each of the three compartments, so as to be equi-distances apart, is shown provided with draw-off cocks or spigots 22, see Fig. 1. These cocks or valves are formed with sockets 23 to receive the stem of a suitable removable key so as to be operable merely by the party in possession of the key and thus prevent the unauthorized manipulation of the draw-off cocks.

The left-hand end of the tank, as disclosed in Figs. 1 and 2, is formed to provide an insulated compartment for the storage of edibles, beverages, etc., which are intended to be kept at certain temperatures.

This compartment is provided with an inner wall 24 and an inner bottom 25 separated from the main or outer walls of the tank, as well as from the partition 12. The space intermediate of the inner walls and the outer walls of the compartment is filled with suitable insulating material such as cork and the like, indicated at 26 in Fig. 2.

In order to maintain the inner and outer walls of this compartment in proper spaced relation and to reinforce the same, I prefer to provide a suitable number of stay-bolts 27 which extend through the double walls; the bolts being shown provided with spacing collars or sleeves 28 whereby the spaced relation of the walls is maintained.

The space intermediate of the inner walls 24 and the main or outer wall at the top is closed by the flange strip or portion 29 secured to the outer wall, or made integral therewith, as shown in Fig. 2, with the edge of the strip flanged or bent down, as shown at 30, so as to overlap and extend parallel with the inner wall 24. In the construction illustrated, the inner walls 24 are preferably of less height than the outer wall so that the portion 29 will be disposed downwardly, shown in Fig. 2, and thereby provide a bevel to the walls of this compartment, which permits the cover or lid 31, shown in Figs. 1 and 5, to be of considerable thickness and at the same time fit flush with the top walls of the compartment. The cover or lid 31 is also formed of separated walls, with suitable insulating material therebetween; the edges of the cover or lid 31 being beveled to conform with the bevel of the walls of the insulated compartment. The cover or lid 31 is shown with the outer wall thereof flanged at 32; the flanges being arranged in a sloping manner corresponding with the slope or bevel of the walls of the compartment; and the flanges 32 are riveted or otherwise suitably secured to the inner wall 33, see Fig. 4, or made integral therewith. I prefer that the cover 31, like the walls of

the insulated compartment of the tank, be also reinforced and the walls maintained in proper spaced relation by means of bolts as at 34 which may be provided with suitable spacing collars or sleeves similar to the spacing members 28 previously described.

The cover or lid 31 is provided with a key-hole or slot at a suitable point to receive an operating key 35 which is intended to be removable. The key-hole or slot in the cover is shown provided with a suitable escutcheon plate 36; while the inner or bottom of the cover or lid, at a point concentric with the key-hole or slot, is provided with a suitable shell or housing 37 secured to the inner side of the cover in any suitable manner; the shell or housing 37 being formed so as to receive a disk 38 which is socketed to receive the end of the key 35, as shown in Fig. 5. The shell or housing 37 is provided with an off-set or hub-formation at 39 intended to receive the boss 40 formed on the disk 38; the boss 40 being preferably provided with the reduced portion or truinion 41 adapted to extend into a suitable opening in the hub-formation 39 of the shell 37 so as to permit rotation of disk 38 within the shell or housing 37. The shell or housing 37 is provided with arcuate slots 42, 42, see Fig. 4, intended for the passage of connecting pins 43 whereby latch members or links 44, 44 are pivotally secured to the disk 38. The links 44 are of a length sufficient to extend to the edge or sides of the cover or lid 31, as shown in Figs. 4 and 5. The links 44 are preferably made of comparative width vertically so as to have sufficient strength; with the inner ends thereof off-set so as to provide the ears or lobes 45 adapted to receive the connecting pins 43. The links 44, 44 are secured to the rotating disk 38 at opposite sides of the axis thereof, so that proper rotation of disk 38, by means of the key 35, will induce the links 44 to be moved radially outward toward and beyond the edges of the cover or lid 31 and into locking engagement with the walls of the compartment. In order to properly support and guide the free or outer ends of the links 44, I provide the cover with suitable straps or guide-members 46, 46, see Figs. 4 and 5; while the side walls of the compartment, at points in alinement with the ends of the links, are provided with suitable notches, as shown at 47, in Fig. 2, adapted to receive the ends of the links 44 when the latter are moved into locking position. The links are so secured to the rotating disk, and are of such length, that proper rotation of disk 38 will retract the links far enough to free their ends from the notches 47 and therefore out of engagement with the side walls of the compartment. In order to maintain the links in locking position, I provide means, preferably in the nature of

a spring 48, see Fig. 5, shown encircling boss 40 of the disk 38; one end of the spring extending into a suitable slot of the shell or housing 37, as indicated at 49, while the
 5 other end of the spring is secured to the plate or disk 38, as shown at 50 in Fig. 5. With this construction it is evident that the links 44 will normally be held in their outward or locking position, and can only be
 10 withdrawn from such position through reverse rotation of disk 38 against the action of the spring 48 by means of the key 35. With the key 35 being removable, as previously described, access to the compartment,
 15 except by the proper party, is impossible. The key 35 may also be used for proper manipulation of the draw-off cocks or spigots 22, shown in Fig. 1, thus necessitating a single key for the operation of the various
 20 spigots or cocks as well as of the cover or lid 31.

The cover or lid is preferably hingedly secured in place by means of suitable hinges indicated at 51, in Fig. 1; although
 25 it is evident that a sufficient number of latching links 44 may be employed for securely holding the lid in place and also maintain it in air-tight and dust-proof relation with the side walls of the compartment.
 30 The insulated compartment referred to is shown provided with a partition 52 shown riveted to the side walls, so as to provide an ice-holding chamber. The ice-holding chamber, formed by the partition 52, is
 35 shown provided with a foraminated removable receptacle 53 adapted to hold ice and at the same time permit the water to drip or flow into the bottom of the chamber which is provided with a suitable drain-
 40 pipe 54 see Fig. 1, extending through the bottom of the tank and preferably given the goose-neck formation shown in order to provide a water-seal against the ingress of air and dust.

45 With my improved construction as herein described and disclosed in the drawings, it is evident that aside from providing a refrigerating compartment, the automobilist

is enabled to provide himself with auxiliary supplies of hydrocarbon and lubricating oils 50 and water for touring purposes, thus obviating the necessity of carrying independent or loose cans of oil and water in the tonneau or body of the automobile, where they are likely to be thrown about and result in 55 leakage. Furthermore, the automobilist is provided with a suitable quantity of water wherewith to replenish the radiator, while the remainder may be used for other purposes. 60

The advantages of my improved construction are self-evident; and while the construction shown and described is believed to be a simple embodiment of the invention, it is evident that the construction may be 65 varied in certain respects without, however, departing from the spirit of my invention.

What I claim is:—

An automobile tank provided with a plurality of non-communicating fluid-tight 70 compartments, each of the compartments being provided with independent tops and bottoms, the top of one compartment being removably secured in place, while the tops 75 of the remaining compartments are permanently secured in place with fluid-tight connections, the permanently secured tops being provided with inlets having removable closure means, the last-mentioned compartments with the permanently secured tops 80 being provided with inner false bottoms dished toward their centers and provided with drain plugs, the liquid-containing compartments being provided with draw-off cocks arranged in the side wall of the tank 85 adjacent the bottom thereof, while the compartment provided with the removable top has its side walls provided with insulating material whereby said compartment is insulated against heat from the tank exterior 90 and the adjacent compartment.

SAMUEL C. PANDOLFO.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."