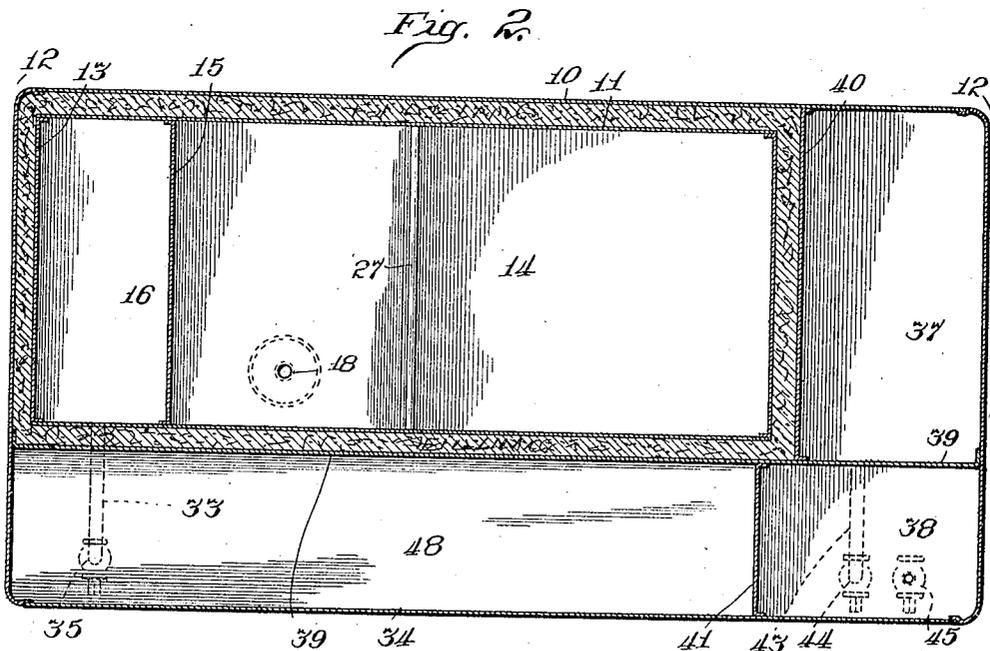
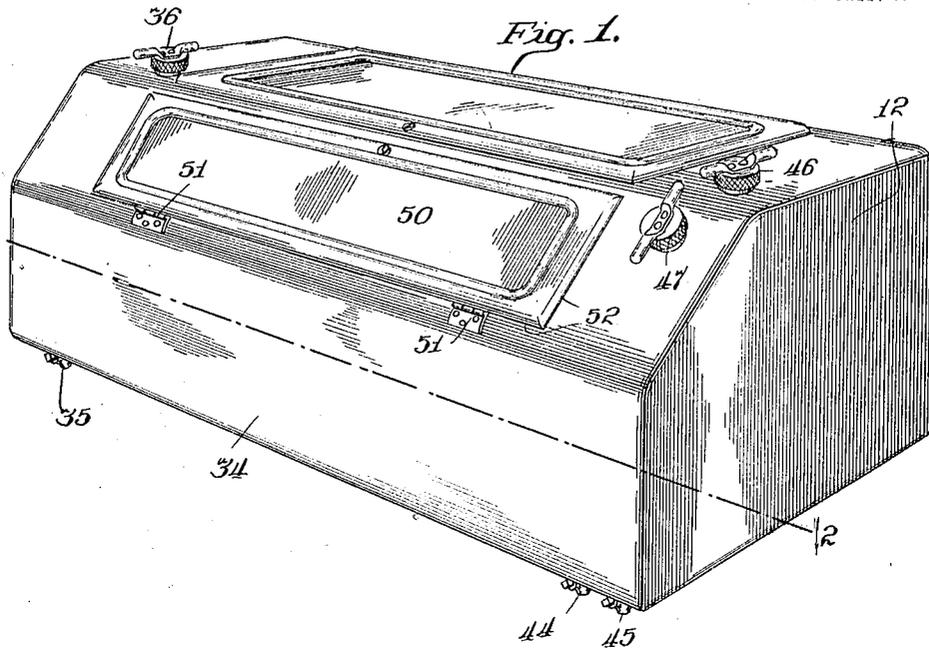


S. C. PANDOLFO.
 COMBINED TANK AND TOOL CHEST FOR AUTOMOBILES.
 APPLICATION FILED NOV. 21, 1917.

1,298,383.

Patented Mar. 25, 1919.
 2 SHEETS—SHEET 1.



Witnesses
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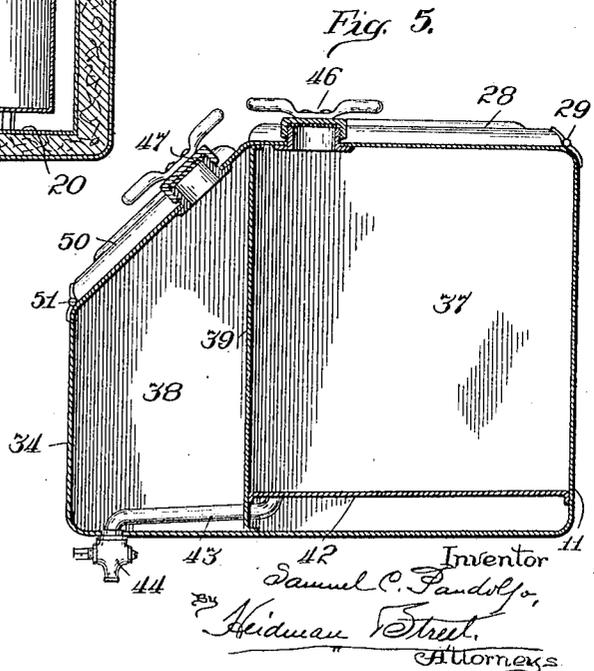
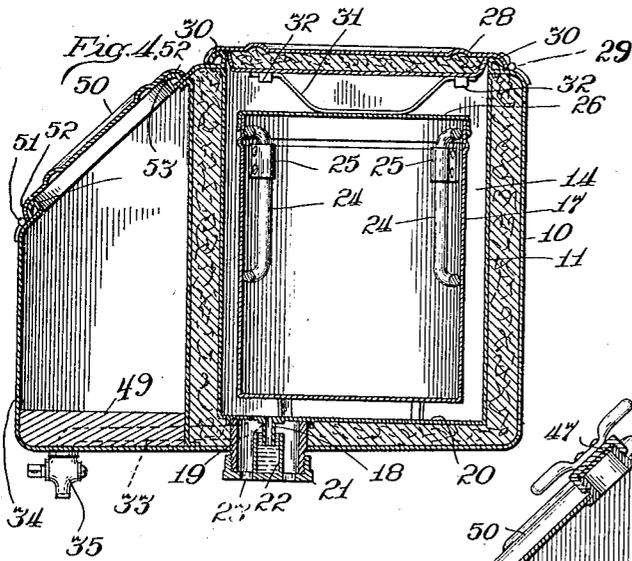
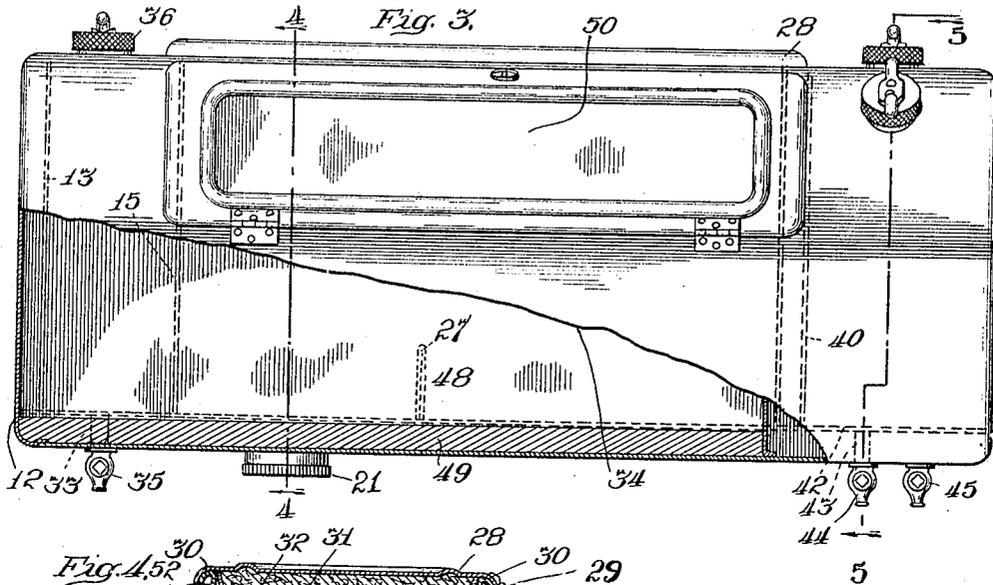
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UNITED STATES PATENT OFFICE.

SAMUEL C. PANDOLFO, OF ST. CLOUD, MINNESOTA.

COMBINED TANK AND TOOL-CHEST FOR AUTOMOBILES.

1,298,383.

Specification of Letters Patent. Patented Mar. 25, 1919.

Application filed November 21, 1917. Serial No. 203,095

To all whom it may concern:

Be it known that I, SAMUEL C. PANDOLFO, a citizen of the United States, and a resident of St. Cloud, in the county of Stearns and State of Minnesota, have invented a certain new and useful Improvement in Combined Tanks and Tool-Chests 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 fluid-holding tank and tool-carrying receptacle which is more especially intended for use in connection with automobiles; the object of the invention being to provide means whereby an auxiliary supply of gasoline and lubricating oil, as well as a supply of water, may be stored and carried on the automobile in such a manner as to be readily accessible.

The object of the invention is to provide a construction adapted to withstand the jars to which it will be subjected without, however, permitting the escape of the fluid contents or the passage of one fluid into the compartment or chamber containing another.

Another object of the invention is to provide a tank or receptacle which, in addition to the fluid chambers mentioned, will also be provided with an insulated compartment for the storage of foods, beverages and the like; said compartment being constructed so as to permit suitable refrigeration or cooling thereof and at the same time control the temperature of the auxiliary water-supply.

Another object of my invention is to provide a tank or receptacle wherein all of the compartments or chambers will be completely separated from one another and made independently accessible; the fluid-containing chamber being so constructed that the entire fluid contents may be drained from the respective compartments or chambers; while the closure means or covers of the other compartments are so formed that weather-proof connections will be provided; the refrigerator or ice-holding compartment or chamber being at the same time constructed to permit the water, resulting from the melting ice, to drain from the compartment without, however, allowing the ingress of air.

The tank or receptacle is intended to be preferably made of suitable metal and of suitable dimensions to enable it to be secured on the rear end of the chassis or frame of

the automobile, or at any other desirable point.

The objects of the invention, as well as the advantages thereof, 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.

Fig. 2 is a longitudinal sectional view taken on the line 2—2 of Fig. 1 looking downwardly.

Fig. 3 illustrates the tank in front elevation with a portion of the front wall broken away to show interior construction.

Fig. 4 is a cross-sectional view taken on the line 4—4 of Fig. 3 looking in the direction of the arrows.

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

In its specific embodiment, the invention comprises a sheet metal tank of any suitable shape and length; with the respective walls or sides of the tank so formed and secured together as to provide fluid-tight joints or connections between the respective walls. A portion of the top is preferably made sloping, as shown in Figs. 1, 4 and 5, both for appearance and accessibility. A considerable portion of the tank is provided with double walls, namely the outer side wall and an inner wall, both made of sheet metal and securely fastened or sealed to the outer and inner end walls, respectively. The two walls are in spaced relation with one another so as to receive suitable insulating material therebetween, as for example saw-dust, plaster of Paris or other suitable non-heat conducting material, in order that the compartment 14 may constitute a refrigerator or chilling compartment for the storage of foods, beverages and the like.

One end of the compartment 14 is provided with a metallic partition 15 whereby an end compartment 16 is provided, insulated from the exterior and adjacent portions of the tank. The compartment 16 is intended to hold water for drinking and other purposes. The end of compartment 14 is intended to be provided with an ice-holding receptacle 17 located adjacent to the thin metallic partition 15, so that the water in chamber 16 will be maintained at a suitable temperature by the chilling medium located in the compartment 14. The ice-hold-

ing receptacle 17 is preferably provided with a perforated bottom, as shown in Fig. 4, in order to permit the water resulting from the melting ice to escape therefrom. This end of the compartment 14 is therefore provided with a drain-tube 18 secured to the inner bottom 20 of compartment 14; the tube 18 being surrounded by a short tube or shell 19 of greater diameter than tube 18. The shell or tube 19 is suitably secured to the inner bottom 20 of compartment 14, see Fig. 4. The lower end of tube or shell 19 is preferably threaded externally, as shown in Fig. 4, to receive the screw-cap member 21. The cap member 21 is provided with an upwardly disposed tube-portion 22 adapted to surround the lower end of tube 18 and yet permit the drip water to escape over the top of tube 22. The lower end of the tubular portion 22 of cap-member 21 is closed, as shown, so that the drip or water entering portion 22 from tube 18, after having filled the tube 22, will be made to overflow the top of the tubular portion 22 into the tube or shell 19, from whence it is allowed to escape by means of suitable perforations in the cap 21, indicated at 23. A water-seal is thus provided for compartment 14 which will prevent the ingress of any air.

The ice-holding receptacle or member 17 is shown provided with suitable brackets or handles 24, shown in the nature of loop members, slidably mounted on the interior of the receptacle by means of suitable brackets or loops 25, which permit the handles 24 to drop into the receptacle 17 beneath the top thereof and therefore out of the way of the cover-member 26. The cover or lid 26 is provided with a downwardly presented flange-portion adapted to firmly engage with the top of the receptacle. The inner bottom 20 of chamber 14 is provided with a short upwardly presented rib 27, see Fig. 2, which will prevent movement of the ice-holding receptacle 17 and also prevent the drip from receptacle 17 flowing to the opposite end of chamber 14.

The top of the tank which constitutes the top of the chamber 14 is formed to provide a cover or lid 28, preferably coextensive with the length and width of chamber 14, hinged at 29 to the outer walls of the tank. The cover or lid 28 is formed with double walls, as shown in Fig. 4, so as to receive a filler or insulating medium therebetween and thus provide an insulated top for the chamber. The inner wall of the cover 28 is therefore preferably formed so as to come within the top of the chamber 14; the sides of the inner wall of the cover 28 being preferably formed at a slight inclination so as to form a snug fit with the inner wall of the compartment 14, as shown in Fig. 4; while the sides of the outer wall of the cover are bowed downwardly to extend

beyond the sides of the opening to the compartment 14.

In order to provide a moisture-proof connection between the cover 28 and the outer wall of the tank, the inner walls 11 of chamber 14 are extended slightly beyond the top of the tank and flanged or turned down outwardly, as shown at 30 in Fig. 4; the flanged portions 30 being disposed into and forming a snug fit with the downwardly bowed rim of cover 28; the rim or dished flange-portion of cover 28 being of sufficient dimensions to permit the edge or perimeter thereof to practically come into engagement with the outer wall of the tank.

The inner wall of cover 28 is provided with a bowed spring member 31 yieldingly held to the bottom of the cover 28 by means of suitable clips 32; the spring member 31 being intended to be in firm pressing engagement with the cover 26 of receptacle 17 when the cover 28 of chamber 14 is in closed position, as shown in Fig. 4.

The water chamber 16 is provided with a conduit or pipe, shown in dotted lines at 33 in Fig. 4; the pipe being presented toward what may be termed the front side 34 of the tank, and then preferably bent downwardly toward the bottom of the tank where it is provided with a suitable cock 35 which may be operated by a suitable removable key not shown. The outlet conduit or pipe 33 is preferably incased in the bottom of the tank; and in order to give it proper inclination so that the water may be completely drawn off, the outer bottom of the tank is made at a slight inclination, as shown in Fig. 4, sloping downwardly toward the front side or wall 34 of the tank. The top wall of the tank constitutes the top of the water compartment 16, which is not accessible except by means of a suitable inlet nipple permanently secured in the top of the tank; the nipple being externally threaded to receive a butter-fly screw-cap member 36 whereby a water-tight closure is provided.

The opposite or right hand end of the tank in Figs. 1, 2 and 3 is provided with two independent chambers 37 and 38; chamber 37 being at the end of and in alinement with chamber 14, while chamber 38 is at the forward side of the tank in front of chamber 37, as shown in Figs. 2 and 5. Chambers 37 and 38 are separated from each other by the partition or wall 39 of sheet metal disposed lengthwise of the entire tank and firmly secured to the outer end walls 12, 12 of the tank, and transversely disposed partition or wall 40, which extends toward the rear wall 10 of the tank, and to a transversely disposed partition 41 which extends toward the front wall 34 of the tank. The juncture between the respective walls are of such nature as to provide fluid-tight connections so that the fluid contained in the chambers

37 and 38 cannot escape therefrom or leak into the adjacent compartments. The chamber 37, which is of greater internal dimensions than chamber 38, is intended to hold 5 gasoline and thus provide an auxiliary supply; while the chamber 38 is intended to contain lubricating oil.

Chamber 37 is provided with an inner or false bottom 42, preferably arranged at a slight inclination so as to induce the gasoline to flow toward the front end of the chamber, at which point the bottom is provided with a draw-off conduit or pipe 43 sloping downwardly toward the front of the tank, 15 through chamber 38 and through the main outer bottom of the tank, as shown in Fig. 5, where it is provided with a suitable draw-off cock 44 adapted to be manipulated by a suitable removable key not shown. With the 20 outer or main bottom of the tank made so as to slope slightly downwardly toward the front of the tank, the oil in chamber 38 will be caused to flow toward the lower front side of the chamber, where it is provided with a 25 suitable outlet controlled by a draw-off cock, shown in dotted lines at 45 in Fig. 2, and partially visible in Fig. 1.

The tops of chambers 37 and 38 are formed by the outer main top of the tank, so that access to these chambers can only be had by means of suitable nipples which are preferably shown provided with the butterfly screw-caps 46 and 47, respectively; the removal whereof enable chamber 37 to be supplied with gasoline and chamber 38 to be 35 supplied with lubricating oil.

With the wall 39 extending full length of the tank and the transversely disposed wall 41, the front of the tank is provided with a long chamber 48 extending from the transversely disposed wall 41 to the outer end wall 12, see Figs. 2 and 4. This chamber is intended for the storage of the necessary tools and other accessories usually supplied 45 with automobiles. In order to provide a flush bottom for the compartment 48, and at the same time prevent any injury to the draw-off conduit 33 of the water chamber 16, and also act as a deadener when the tools are 50 placed therein, the bottom of compartment 48 is preferably provided with a wooden filler or bottom block 49, see Figs. 3 and 4. The filler or block 49 is grooved transversely at a point coincident with draw-off conduit 55 33 so as to permit the block to fit flush on the outer bottom of the tank.

The top of the tank toward the front side thereof, namely the portion over the top of chambers 38 and 48, is preferably sloped 60 downwardly, as shown in Fig. 1, and at a point above chamber 48 is provided with a cover 50 whereby access to chamber 48 may be had. The cover 50 is suitably hinged as at 51 to the outer wall of the tank with 65 the hinges arranged so that the cover 50

will swing toward the front side of the tank when the cover is opened and therefore away from cover 28 so as not to interfere with the opening of both covers at the same time. The cover 50 is also preferably 70 dished or provided with downwardly bowed flanges, as at 52, adapted to overlap the upwardly presented and outwardly bent flanged portions 53 formed about the opening in the top wall of the tank so as to 75 provide a moisture-proof cover which will prevent rain and the like entering the chamber 48.

The tank may be of any suitable form and dimensions, being preferably of the construction and dimensions shown to enable 80 the tank to be disposed transversely of the chassis at the rear of the automobile-body; the tank being secured in place in any suitable manner, as by suitable straps, not 85 shown.

With my improved tank, the automobilist may provide himself with auxiliary supplies of gasoline and lubricating oil which are readily accessible for any use, and especially 90 when the usual supplies become exhausted.

The advantages of my improved tank are readily apparent, especially while touring, and the usual supplies of hydrocarbon oil and lubricating oil, either or both, should 95 become exhausted, as the auxiliary supplies enable the automobilist to reach a supply station or town where he may renew his ordinary supplies; while the water-chamber will provide him not only with suitable 100 drinking water, but also with a sufficient supply which may be used in the radiator should it require replenishing. Aside from providing a suitable receptacle for the necessary tools, my improved tank also provides 105 a receptacle adapted to carry food and beverages which may be kept at proper and palatable temperature in the insulated refrigerating chamber.

The cover members 28 and 50 may, of 110 course, be provided with suitable fastening latches or locks so that unauthorized access to the two chambers or compartments 14 and 48 may be prevented.

I have shown and described what I believe to be the simplest and best form of my invention, but certain modifications may be made without, however, departing from the spirit of my invention. 115

What I claim is:— 120

1. An automobile tank formed with top, bottom and side walls permanently secured together to form a fluid-tight receptacle, provided with a partition extending from end to end and from top to bottom and 125 permanently secured thereto, a pair of transversely disposed partitions at one end of the tank on opposite sides of the first partition and permanently secured thereto and to the front and rear walls, respectively, so 130

as to provide two fluid-tight, non-communicating chambers at said end of the tank, the chamber formed by the longitudinally disposed partition, one of said transversely disposed partitions and the opposite end of the tank being provided with an inner permanently secured wall arranged in spaced relation with the adjacent outer or main walls of the tank and both of said partitions, the space intervening being provided with heat-insulating material, said chamber having an opening in the top, an insulated cover or lid hingedly secured to the top so as to extend into said opening, said lid having marginal flanges on all sides thereof adapted to overlap the top and provide moisture-shedding relation therewith, the chamber forward of said insulated chamber being disposed lengthwise of the tank and having its top provided with an opening, a cover or lid hingedly secured to the top and provided with marginal flanges on all sides thereof arranged to overlap the top, the top of the tank at points coincident with the fluid-holding chambers at the end of the tank being provided with inlet openings having removable fluid-tight closure means, while the bottom of the fluid chamber located rearward of the longitudinally disposed partition is provided with a draw-off conduit disposed toward the front of the tank and through the compartments forward of said longitudinally disposed partition, said conduit and the chamber at the end of the tank forward of said partition being provided with controllable outlets operable from the tank exterior.

2. As an article of manufacture, a sheet metal tank having top, bottom and side walls permanently secured together to form a fluid-tight receptacle, a partition extending from end to end and from top to bottom and secured thereto, a pair of transversely disposed partitions at one end of the tank, one of which is secured to said first mentioned partition, to the rear wall of the tank and to the top and bottom thereof, while the other partition of said pair of partitions extends from the first mentioned partition to the front wall of the tank and from the top to the bottom thereof, all of said partitions being secured so as to provide fluid-tight non-communicating chambers, one of said chambers being provided with an inner wall arranged in spaced relation with the outer or main walls of the tank and adjacent partitions, an inner bottom arranged in spaced relation with the outer bottom and extending from end to end and intermediate of the first mentioned partition and the rear side of the tank, insulating material arranged intermediate of said inner and outer walls and the inner and outer bottoms, said insulated chamber being provided at one end with a fluid-tight partition extending from top to

bottom and side to side of the chamber so as to provide a pair of separate fluid-holding compartments, outlet conduits for the pair of chambers at one end of the tank and one of said insulated compartments at the opposite end of the tank, with all of said conduits extending toward the front side and within the tank and provided with controllable means disposed on the tank exterior for withdrawing the contents from the chambers and compartment, the tops of one of said insulated compartments and the chamber forward of said first mentioned partition being provided with openings having hinged covers or lids provided with downwardly bowed marginal flanges while the walls of the tank about the openings are provided with upwardly disposed and outwardly bent flanges curved to correspond with the bowed marginal flanges of said covers or lids to form snug moisture-shedding relation therewith.

3. An automobile tank having its top, bottom and side walls secured together to form a fluid-tight receptacle, a fluid-tight partition extending from end to end and from top to bottom of the tank, a fluid-tight partition at one end of the tank intermediate of said first mentioned partition and the rear side of the tank whereby a pair of fluid-tight compartments are provided, said compartments having heat-insulated walls whereby the compartments are insulated from the tank exterior and from adjacent portions of the tank, one of said compartments being provided with a telescopic sectional drain or outlet extending through the bottom of the tank, the one section being closed at its bottom and open at the top whereby a water-seal is provided by the fluid passing through said tube, a removable ice-holding receptacle located in said last mentioned compartment, fluid-tight partitions at one end of the tank intermediate of the first mentioned partition and the front and rear sides of the tank whereby a pair of fluid-holding end compartments are provided and a forward compartment extending lengthwise of the tank, one compartment with the heat-insulated walls and said last mentioned compartment each having an opening in the top, cover-members hingedly secured to the top of the tank and disposed in said openings and formed to provide moisture-shedding connections, means secured to the cover-member of the heat-insulated compartment whereby the ice-holding receptacle is held in place when the cover-member is closed, while the compartments without cover-members are provided in their tops with inlet nipples having fluid-tight closure means, and controllable means in the bottoms of said last mentioned compartments whereby the contents may be separately withdrawn.

4. An elongated metallic automobile tank

5 having top, side and bottom walls secured
together to form a fluid-tight receptacle, a
fluid-tight partition extending from end to
end and from top to bottom intermediate of
10 the front and rear sides of the tank, the top
of the tank forward of said partition being
made sloping downwardly toward the front
side of the tank, transversely disposed par-
15 titions at one end of the tank intermediate
of said first mentioned partition and the
front and rear walls of the tank and secured
to the top and bottom so as to provide non-
communicating fluid-tight chambers, the
20 tops of said last chambers being provided
with inlet-nipples having removable closure
means while the bottoms are provided with
draw-off means, one of the chambers inter-
mediate of one side wall of the tank and
said first mentioned partition being pro-
vided with inner walls having heat insulat-
ing material therebetween, said last men-

tioned chamber being provided with a fluid-
tight partition so as to provide a liquid-
holding portion in said insulated chamber,
the top wall of said portion being provided 25
with an inlet-nipple having removable clo-
sure means, while the other portion of said
insulated chamber has a hinged insulated
cover at its top, the chamber forward of
said first mentioned partition being pro- 30
vided with a bottom filler of noise-deaden-
ing material, while the top of said chamber
is provided with a cover-receiving opening,
and a cover hingedly secured in said opening
and provided with laterally disposed mar- 35
ginal flanges adapted to overlap the top of
the chamber about said opening.

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