No. 888,488. PATENTED MAY 26, 1908.

J. C. GURLEY.

GASOLENE TANK.

APPLICATION FILED MAR. 25, 1907.

Fig. 1

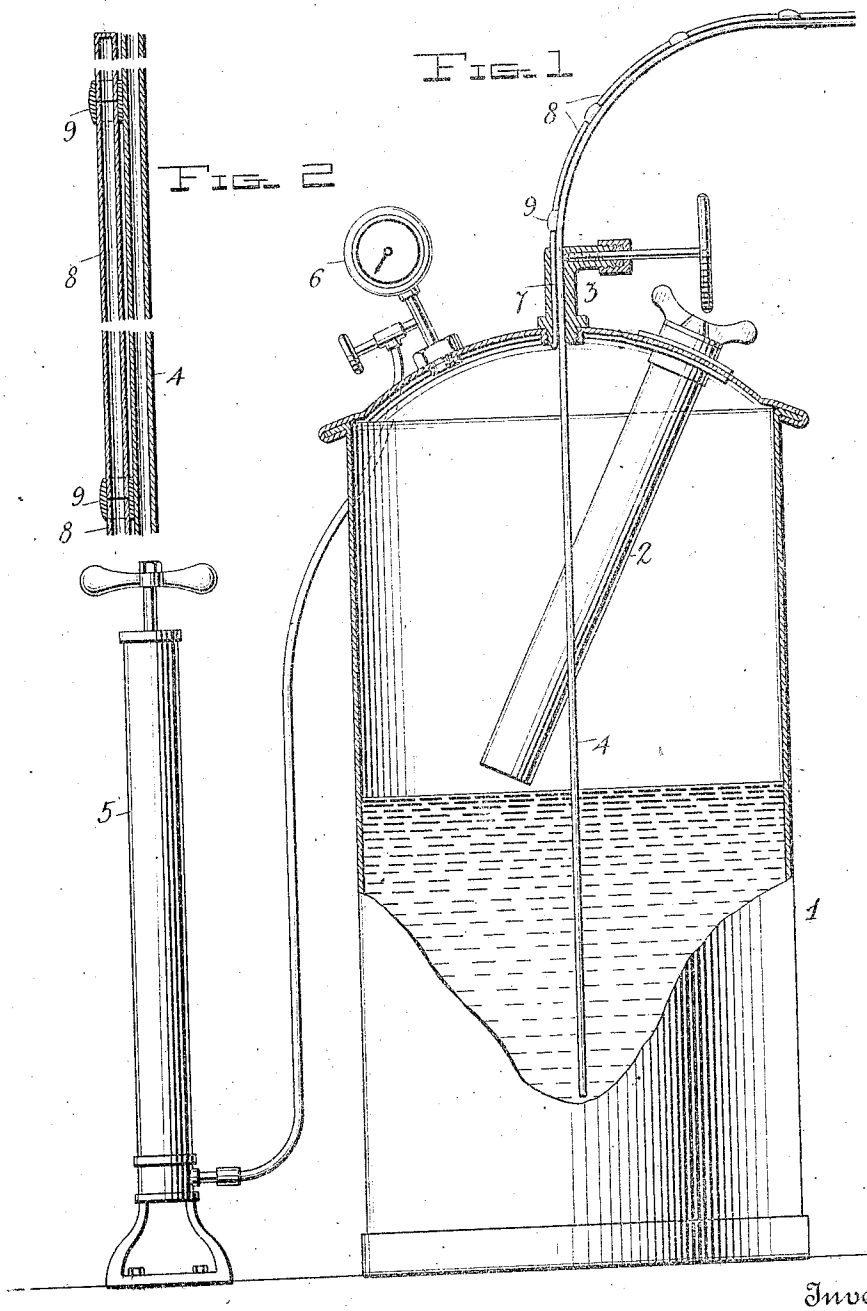


Fig. 2

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UNITED STATES PATENT OFFICE.

JAMES C. GURLEY, OF NORFOLK, VIRGINIA.

GASOLENE-TANK.

No. 888,488. Specification of Letters Patent. Patented May 26, 1908.

Application filed March 25, 1907. Serial No. 364,440.

To all whom it may concern:

Be it known that I, JAMES C. GURLEY, a citizen of the United States, residing at Norfolk, in the county of Norfolk and State of Virginia, have invented certain new and useful Improvements in Gasolene-Tanks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in gasolene tanks of that kind which are employed for supplying gasolene by air pressure to a lamp or lamps located at a distance from the tank; and it consists in the construction, combination and arrangement of devices hereinafter described and claimed.

The object of my invention is to combine with the gasolene feed tube of the tank, which leads therefrom to the burner or burners, and which on account of its length and its exposed position is liable to become accidentally broken, and to hence discharge the gasolene contents of the can under atmospheric pressure at the said broken point, an air or vent tube which is coextensive with the said gasolene discharge tube, is more frangible than said gasolene discharge tube and is also less refractory than such gasolene discharge tube, so that before said gasolene discharge tube will break under stress or heat applied thereto, said air or vent tube will break, and hence afford vent for the compressed air in said tank, and prevent the escape of the gasolene through the gasolene discharge tube or feed tube, and thereby obviate danger of fire in the event that the gasolene tube should become broken, and prevent gasolene from being discharged from the gasolene tank to the fire in a building in the event that such gasolene tube should break or become unsoldered by the action of heat.

In the accompanying drawings,—Figure 1 is a vertical sectional view of a gasolene tank provided with a frangible air or vent tube, embodying my invention; Fig. 2 is a detail sectional view of a portion of the gasolene tube and a portion of said frangible air or vent tube.

The gasolene tank 1 is here shown as of the usual construction, 2 being the gasolene supply tube, 3 the valve which controls the passage of the gasolene from the lower portion of the tank through the tube 4, which feeds the burner or burners, 5 being the pump to compress air in the tank above the body of gasolene therein, and 6 being the gage to indicate the pressure of the air.

Usually the gasolene tube 4 is made of brass. The same is of small diameter, generally about one-eighth of an inch, and the same is of considerable length, is necessarily exposed and is liable to be broken casually, in which event gasolene would be discharged from the tank under the pressure of the air therein through the said tube at the broken point of the latter, and danger of fire would result. To obviate this danger and to also prevent gasolene from being fed to a fire already started in a building by the breaking of the tube 4, I provide an air or vent tube 7, which is disposed on one side of the gasolene tube 4 in contact therewith and extends throughout the entire length thereof. The end of the said air or vent tube which is most remote from the tank is closed. Its inner end communicates with the tank at a point above the level of the gasolene therein. For the purposes of this specification the inner end of the said vent pipe 7 is here shown as extending through the body of the valve 3 to the upper end of the tank. I do not limit myself in this particular, as the inner end of the vent or air tube may be attached to the tank at any suitable point, and by any suitable means.

The essential feature of my invention is that the air or vent tube is more frangible than the gasolene tube, so that it will break under stress before the gasolene tube, and the said air or vent tube is also less refractory than the gasolene tube, so that in the event of their being exposed to heat, as from fire in a building, the air or vent tube would part under the action of the heat before the gasolene tube would break or become burned through, and hence in either event, the compressed air would be caused to escape from the tank, and hence the gasolene would be prevented from escaping therefrom through the broken portion of the gasolene tube.

My improved tube is preferably made in sections 8 united together by readily fusible connections 9, as of soft solder. The connections of the gasolene tube are of hard solder, less readily fused than the connections of the air or vent tube. The said connections 9 are readily broken under stress to which the air tube, together with the gasolene tube may be

subjected, and hence under such stress such air or vent tube would break before the gasolene tube would break.

In the event of a fire in the building one or more connections 9 of the air tube would be fused before the gasolene tube would be injured materially, and hence the compressed air would escape from the tank.

From the foregoing description, taken in connection with the accompanying drawing, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, as defined by the appended claims.

Having described my invention, I claim:—

1. A gasolene tank having two tubes of unequal frangibility leading therefrom, and extending substantially adjacent to each other throughout their length.

2. A gasolene tank having two tubes leading therefrom and extending substantially adjacent to each other throughout their length, one of the tubes being less fusible than the other.

3. A gasolene tank having two tubes leading therefrom, each formed from sections joined together at their ends, the joints of one tube being more fusible than the joints of the other.

4. A gasolene tank having two tubes leading therefrom and extending substantially adjacent to each other throughout their length, one tube communicating with the can below the level of the oil and the other one communicating with the can above the oil and having its outer end closed.

5. A gasolene tank provided at its top with a valve, two pipes extending into the tank at the valve, the outer portions of said pipes extending substantially adjacent to each other throughout their length, and one of them being less fusible than the other, the inner end of the less fusible pipe extending below the level of the oil and the inner end of the other pipe terminating at a point above the oil.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JAMES C. GURLEY.

Witnesses:
J. W. GARNER,
M. J. KING.