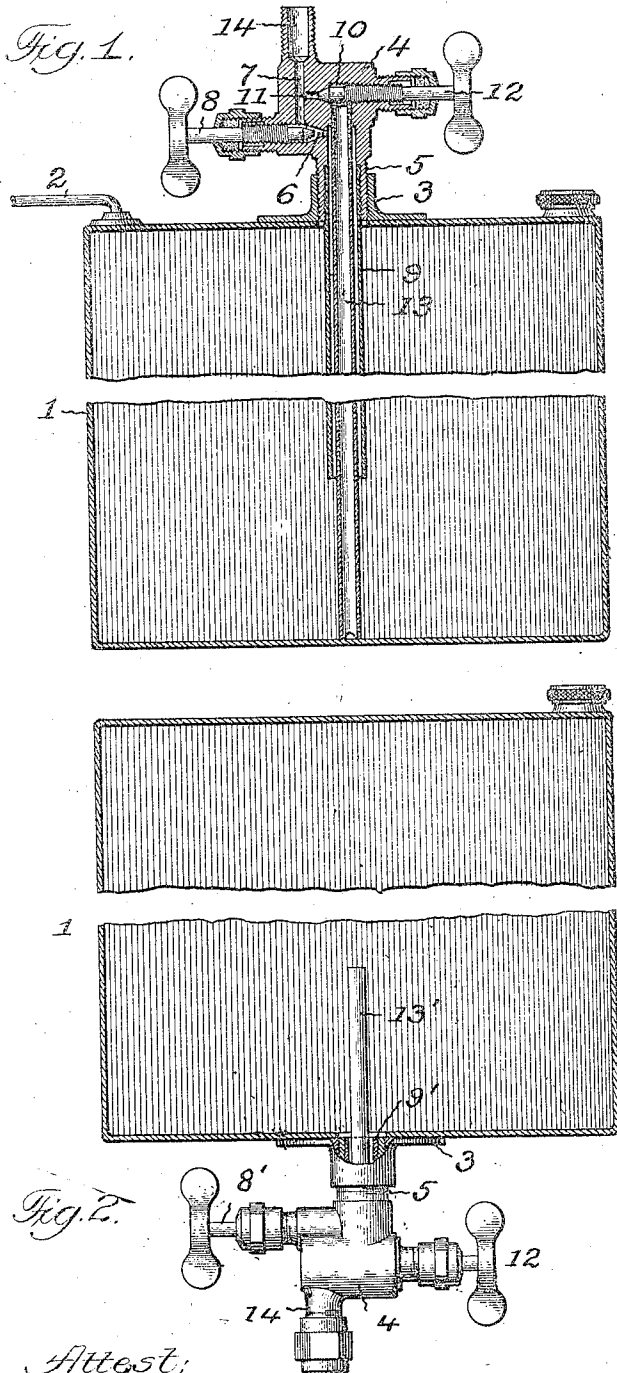


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GASOLENE SUPPLY APPARATUS.
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1,052,935.

Patented Feb. 11, 1913.



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UNITED STATES PATENT OFFICE.

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GASOLENE-SUPPLY APPARATUS.

1,052,935.

Specification of Letters Patent.

Patented Feb. 11, 1913.

Application filed April 20, 1907. Serial No. 369,223.

To all whom it may concern:

Be it known that I, MYRON A. MARTIN, a citizen of the United States of America, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Gasolene-Supply Apparatus, of which the following is a specification.

This invention relates to that type of gasolene supply tanks, which forms the subject matter of my prior application for Letters Patent Serial No. 244,146, filed February 4, 1905, and in which a reserve supply of gasolene is held in a tank or reservoir for use after notice has been automatically given the operator of the exhaustion of the main supply of the gasolene; and the present improvement has for its object to provide a simple and effective structural formation and combination of parts whereby an attachment is provided for ordinary tanks or reservoirs, of a very economical, compact and readily applied construction, all as will hereinafter more fully appear.

In the accompanying drawings: Figure 1, is a vertical section illustrating the present improvement applied to a pressure tank or reservoir. Fig. 2, is a similar view illustrating the arrangement of the improvement on a gravity tank or reservoir.

Similar numerals of reference indicate like parts in the different views.

Referring to the drawings, 1 represents the tank or reservoir of any usual form, and from which the supply of gasolene may flow by gravity as shown in Fig. 2, or be forced out by a gaseous pressure introduced from a suitable source into the upper end of the tank through a tubular connection 2, as illustrated in Fig. 1.

3, is an attaching bushing or collar adapted for rigid attachment to the tank 1, and having a screw-threaded bore for the reception of the screw-threaded shank of the valve-head of the attachment.

4, is the valve-head having a tubular attaching shank 5, externally screw-threaded and adapted to screw into the aforesaid bushing or collar 3, as shown.

6, is a transverse passage formed in the valve head and connecting the bore or passage of the shank 5 with the laterally arranged outlet passage 7 of said valve head as shown.

8, is a valve controlling communication

between the aforesaid outlet passage 7 and the bore of the shank 5 of the valve head.

9, is a tube section screwing into the bore of the shank 5 and forming a tubular extension of said bore. Such tube section is adapted to conduct the primary or main supply of gasolene out of the tank, and will vary in length to suit different applications of the present invention, and in some instances may be entirely omitted as herein- after more fully set forth.

10, is a secondary bore or passage formed in the valve head in axial and longitudinal alinement with the bore or passage 5 aforesaid and of small diameter as compared with the bore 5.

11, is a secondary transverse passage formed in the valve head and connecting the secondary passage 10, with the outlet passage 7 before described.

12, is a valve controlling communication between the aforesaid outlet passage 7 and the secondary passage 10, above described.

13, is a tube section screwed into the lower end of the secondary passage 10, and forming a tubular extension thereof. Such tube section is arranged concentrically within the tube section 9 before described, and is adapted to conduct the reserve supply of gasolene out of the tank, and will vary in length to suit the different applications of the present invention.

14, is an attaching neck forming a continuation of the outlet passage 7 of the valve head, and adapted to receive the coupling of a pipe connection extending between the tank 1 and the carbureter of the automobile.

In the application of the present invention to a pressure discharge tank, as illustrated in Fig. 1, the tube section 9 will extend down into the tank 1, to a predetermined distance above the bottom of the same, and forms an outlet for the contents of the tank above the lower end of said tube section. Such portion of the tank constitutes the primary or main supply of gasolene in the present supply system. The tube section 13 extends down to the bottom of the tank, and is adapted in the practical operation of the system to remove the strata of gasolene between the lower end of the aforesaid tube section 9, as the reserve or safety supply of the system. Normally the valve 12 is closed, and is only opened when the reserve supply is to be used.

In the application of the invention to a gravity discharge tank, as illustrated in Fig. 2, the operation is reversed from that above described in connection with a pressure discharge tank, and the section 9' will be cut off level with the bottom of the tank, or entirely omitted, and in connection with the valve 8' will control the outlet of the reserve supply of gasoline above referred to. The tube section 13' will extend a predetermined distance above the bottom of the tank, and forms the outlet for the contents of the tank above its upper end, and which constitutes the primary or main supply of gasoline from the tank.

With the present invention the valve controlling the primary or main supply from the tank is not a necessary provision, but is preferred for convenience in control of the tank, and for the safety which it affords.

Having thus fully described my said invention what I claim as new and desire to secure by Letters Patent, is:—

1. The combination of a tank, a valve casing attached to the tank and formed with a central bore having a reduced extension at its upper end, with a side bore parallel with the central bore and with lateral passages

connecting said side bore with the central bore and with the upper extension thereof, concentrically arranged tubular extensions attached respectively to the central bore and the reduced extension thereof and opening into the interior of the tank at different heights, and a valve in said casing controlling one of the lateral passages aforesaid.

2. The combination of a tank, a valve casing attached to the tank and formed with a central bore having a reduced extension at its upper end, with a side bore parallel with the central bore and with lateral passages connecting said side bore with the central bore and with the upper extension thereof, concentrically arranged tubular extensions attached respectively to the central bore and the reduced extension thereof and opening into the interior of the tank at different heights, and individual valves in said casing controlling the lateral passages aforesaid.

Signed at Chicago, Illinois, this 17th day of April 1907.

MYRON A. MARTIN.

Witnesses:

ROBERT BURNS,
HENRY MOE.