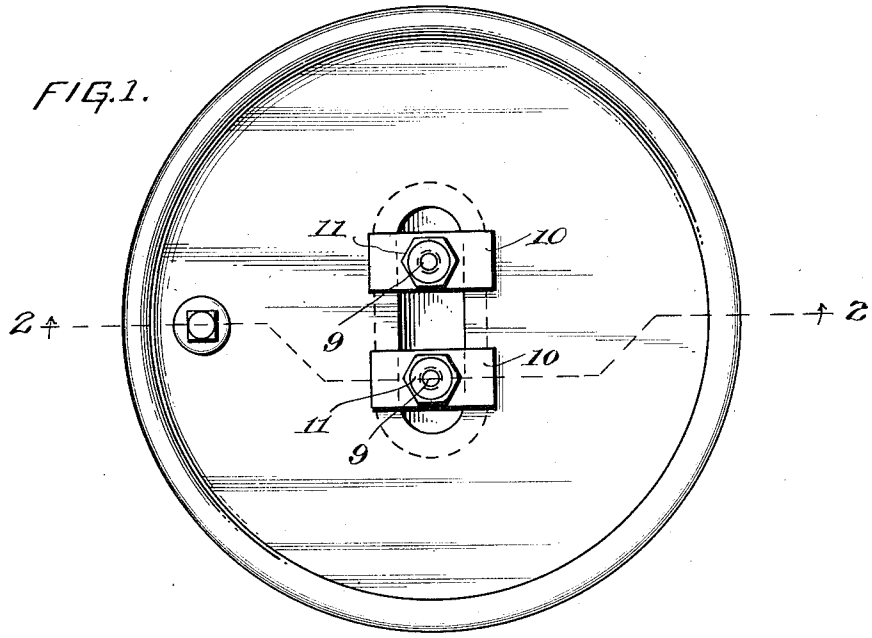
Nov. 27, 1923. 1,475,548

E. J. HUNT

DEHYDRATING OIL CONTAINER

Filed May 4, 1921

FIG. 1.



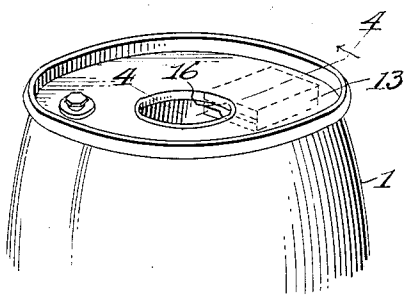


FIG. 3.

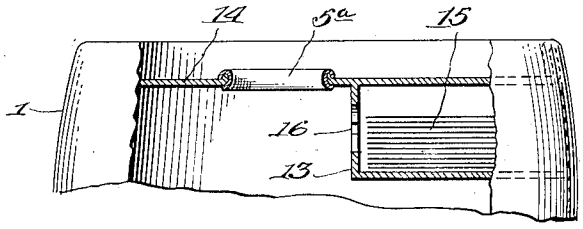


FIG. 4.

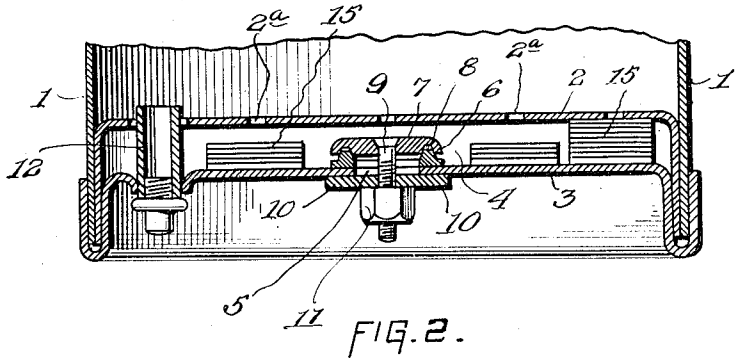


FIG. 2.

INVENTOR
EDWARD J. HUNT.
BY Eugene C. Brown
ATTORNEY

Patented Nov. 27, 1923. 1,475,548

UNITED STATES PATENT OFFICE.

EDWARD J. HUNT, OF LLEWELLYN PARK, WEST ORANGE, NEW JERSEY.

DEHYDRATING OIL CONTAINER.

Application filed May 4, 1921. Serial No. 466,864.

To all whom it may concern:

Be it known that I, EDWARD J. HUNT, a citizen of the United States, residing at Llewellyn Park, West Orange, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Dehydrating Oil Containers, of which the following is a specification.

My invention relates to improvements in dehydrators for oil containers and particularly to devices for maintaining oil free from water in shipping barrels or tanks while in transit. In shipping oil or in storage it is found that there is always a quantity of moisture condensed in the containers by the time it reaches its destination, due to the drawing in of moisture by the agitation of the contents or by variations in temperature.

In carrying out my invention I provide, in connection with a container of ordinary construction, a dehydrating chamber with a charge of absorbent material therein to which the heavier water-laden oil may pass as it settles to the bottom of the container.

In the accompanying drawings forming part of my invention, Fig. 1 is a plan view of the top of a barrel or container; Fig. 2 is a vertical section on line 2—2 of Fig. 1 showing one embodiment of my dehydrating chamber; Fig. 3 is a perspective view of a barrel partially broken away with a showing in dotted and full lines of a modified form of dehydrating chamber and Fig. 4 is a section on the line 4—4 of Fig. 3.

Referring to Figs. 1 and 2, the shipping casing or container 1 is shown as provided with a false head 2, provided with perforations 2^a and a real head 3 forming between them a dehydrating chamber 4.

The head 3 has a manhole 5, the edge of which is surrounded by a bevelled ring 6, welded to the head and which manhole is closed by a plate 7 having a flaring groove 8 and secured by means of bolts 9 passing through straps 10 and tightened by nuts 11. This manhole is elongated as shown in Fig. 1 so that charges of filter paper 15 may be manually inserted in the dehydrating chamber 4, after which the manhole is closed and sealed as by means of a gasket seated in groove 8 in plate 7 and compressed against the ring 6. I provide a short pipe 12 extending between the false and real heads to act as an outlet and serving to prevent the filter paper from clogging up the exit.

In the modified form of shipping container shown in Figs. 3 and 4, I provide a dehydrating chamber in the form of an enclosed shelf or pocket formed integral with the head 14 or secured thereto and provided on its front wall, adjacent the opening 5^a in the head, with a slotted opening 16 through which sheets of filter paper may be inserted in the enclosed chamber. The opening at the center is enlarged to enable the operator's hand to withdraw the water soaked paper and to insert a new charge of dry paper when it becomes necessary.

After the containers have been filled with oil and charges of filter paper have been inserted in the dehydrating chambers, the containers are inverted so that the dehydrating chambers will be at the bottom in transit. Any moisture that is absorbed or becomes entrapped with the oil will cause the water-laden oil particles to gravitate to the bottom where the water will be readily abstracted by the absorbent filter paper, thereby maintaining the body of the oil practically dry.

Obviously, other water absorption media may be used, but I have found that filter paper is very satisfactory as it has a great avidity for water, so that even when completely immersed in oil it will readily absorb any water content, each pound of paper absorbing about $2\frac{1}{2}$ pints of water. Oil may be shipped to great distances in barrels or tanks equipped with my dehydrating chambers and will arrive at its destination practically free from any water content.

I claim:—

1. A shipping or other container for oil, comprising a receptacle having a head, a dehydrating chamber formed beneath the head and provided with an opening for receiving a charge of water-absorbing material, said chamber being in open communication

with the interior of the receptacle to permit circulation of water laden oil in contact with the absorbing material to thereby abstract any water content from the oil.

2. A shipping container, comprising a receptacle having false and real heads forming a dehydrating chamber therebetween means whereby a charge of water-absorbing material may be inserted in said chamber, the whole being so arranged as to permit circulation of oil through the dehydrating chamber.

In testimony whereof I affix my signature

EDWARD J. HUNT.