M. S. DICKERSON.
GASOLENE AUTOMOBILE TANK.
APPLICATION FILED JUNE 13, 1919.

1,343,812.

Patented June 15, 1920.

Fig. 1.

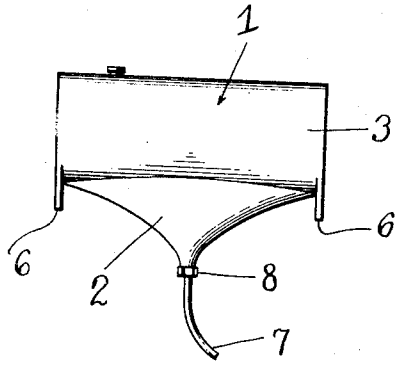


Fig. 2.

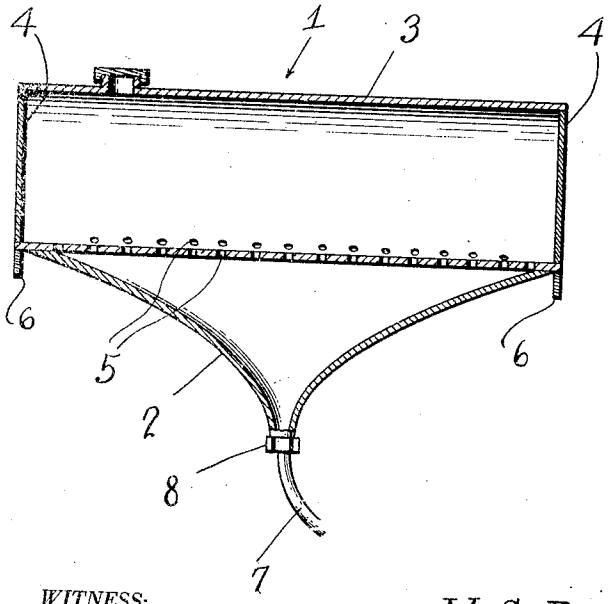
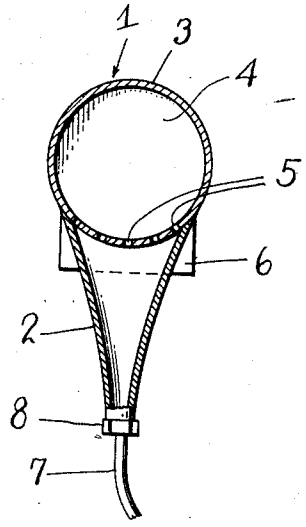


Fig. 3.



WITNESS:
L. B. James

M. S. Dickerson, INVENTOR.
BY
Victor J. Evans
ATTORNEY.

UNITED STATES PATENT OFFICE.

MARSHAL SHELY DICKERSON, OF CLEVELAND RANCH, NEVADA.

GASOLENE AUTOMOBILE-TANK.

1,343,812. Specification of Letters Patent. **Patented June 15, 1920.**

Application filed June 13, 1919. Serial No. 303,943.

To all whom it may concern:

Be it known that I, MARSHAL S. DICKERSON, a citizen of the United States, residing at Cleveland Ranch, in the county of White Pine and State of Nevada, have invented new and useful Improvements in Gasolene Automobile-Tanks, of which the following is a specification.

This invention relates to tanks or reservoirs and particularly those designed to hold liquid fuel such as gasolene and used in motor vehicle operation.

The object of the invention is to produce a fuel tank which will enable the entire contents thereof to be discharged to the carbureter or engine even when the vehicle is climbing or descending a steep grade and also when the vehicle is listed to one side or the other, as on a laterally inclined or pitched road surface.

With the above and other objects in view, the invention consists in the novel features, combination and arrangement of parts herein fully described, illustrated and claimed.

In the accompanying drawings:—

Figure 1 is a side elevation of the improved tank;

Fig. 2 is a vertical longitudinal section through the same;

Fig. 3 is a vertical cross section through the same.

The improved tank which may be of any size or capacity comprises a main body section 1 of cylindrical formation and a lower funnel shaped section 2 permanently secured to the main section 1 by a liquid tight joint or seam.

The main section 1 comprises a cylindrical wall 3 and end walls or heads 4 secured in any convenient manner to the wall 3 by liquid tight joints or seams. The lowermost portion of the wall 3 is formed with perforations 5 to allow the fuel to pass freely by gravity to the underlying section 2, and such perforated wall portion acts as a liquid brake, preventing excessive splashing and surging of the fuel in the tank as a whole. The section 1 of the tank is also provided at the opposite ends thereof with supporting flanges or feet 6 adapted to rest on the floor or frame of the vehicle.

The lower section 2 of the tank is downwardly contracting or funnel shaped and is adapted to have a fuel feed pipe 7 connected thereto by a union 8 thus permitting the entire contents of the tank to flow through the feed pipe to the engine, notwithstanding the fact that the vehicle may be moving or standing on a steeply inclined road surface.

What is claimed as new is:—

A fuel tank for motor vehicles, having a cylindrical main body section the major axis of which is normally horizontal, and a downwardly converging and substantially funnel shape lower body section having a gravity feed pipe connection at its lowermost portion, the lower part of the main body section being formed with perforations within the area inclosed by the union of the lower body section, as and for the purpose set forth.

In testimony whereof I affix my signature.

MARSHAL SHELY DICKERSON.