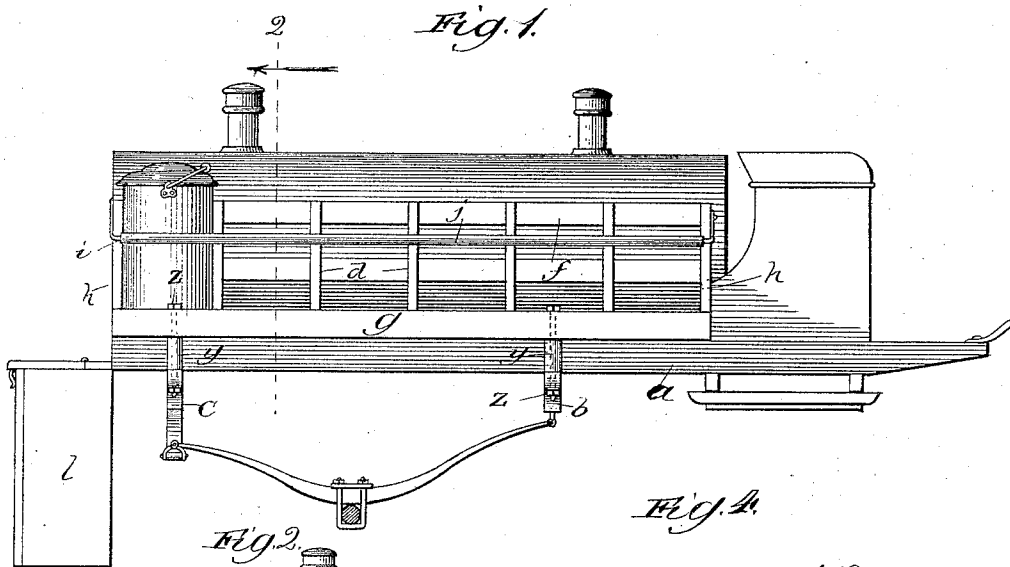
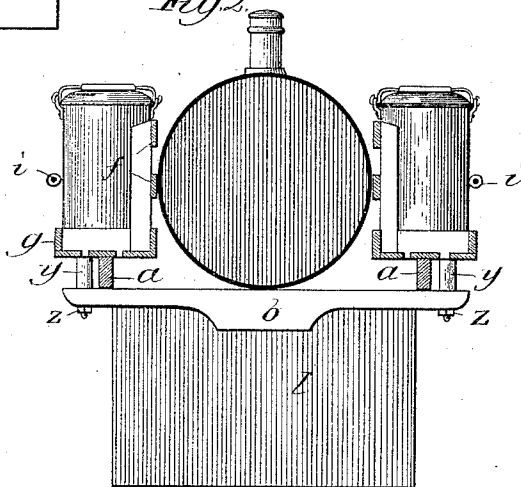
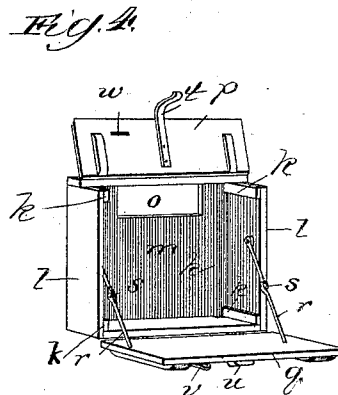
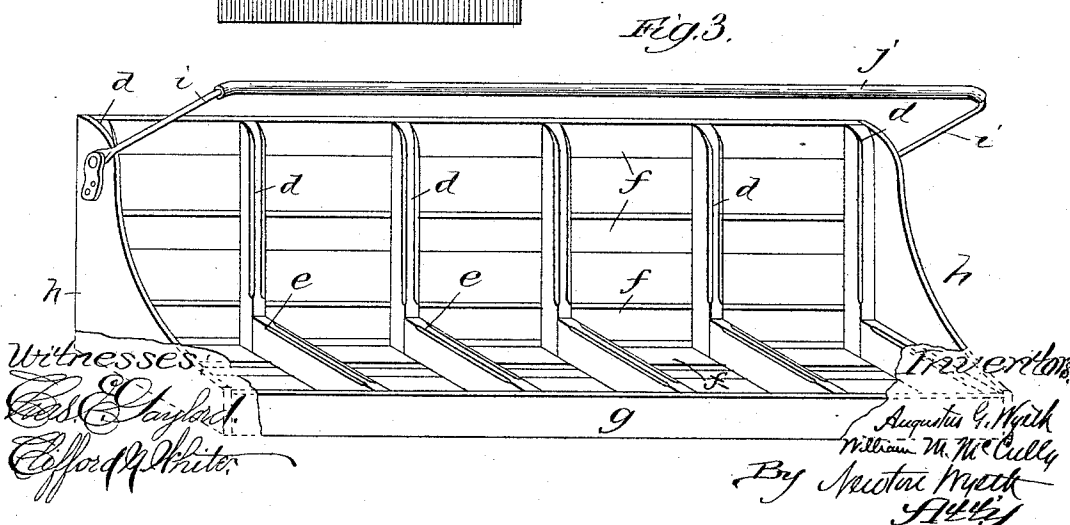


(No Model.)

A. G. WYETH & W. M. McCULLY.
OIL TANK WAGON.

No. 458,610.

Patented Sept. 1, 1891.



UNITED STATES PATENT OFFICE.

AUGUSTUS G. WYETH AND WILLIAM M. McCULLY, OF NEWARK, OHIO.

OIL-TANK WAGON.

SPECIFICATION forming part of Letters Patent No. 458,610, dated September 1, 1891.

Application filed May 20, 1891. Serial No. 393,395. (No model.)

To all whom it may concern:

Be it known that we, AUGUSTUS G. WYETH and WILLIAM M. McCULLY, citizens of the United States, residing at Newark, in the county of Licking and State of Ohio, have invented a new and useful Improvement in Oil-Tank Wagons, of which the following is a specification.

Our invention relates to improvements in oil-tank wagons used in handling and distributing petroleum and other oils to retail consumers and small buyers; and the objects of the improvement are to provide a side rack containing compartments for holding individual oil cans or tanks upon or at the side of the usual large or main tank of the wagon, and to furnish a convenient end box wherein the oil is drawn from the wagon-tank into cans or other measures for delivery. We attain these objects by the constructions illustrated in the accompanying drawings, wherein like letters refer to like parts.

Figure 1 is a side view of part of frame-work of wagon, oil-tank thereon, the side-rack can-holder, and end box. Fig. 2 is a sectional view of Fig. 1 at 2, showing cans in position in the side rack. Fig. 3 is a perspective view of the side-rack can-holder. Fig. 4 is a view of end box.

The frame-work of the wagon upon which the oil-tank rests is made up of usual sill-pieces *a*, Figs. 1 and 2, with framed cross-pieces, including the cross-bar *b* and spring-bar *c*. These latter bars *b* and *c* may extend through or outside of the sill-piece *a*, so as to hold securely the side rack when such side rack is large and wide, as is the case when it is made to hold large cans. To aid in supporting the side rack upon the wagon, a wood spool *y* is inserted between the cross-bar and the side rack, through which spool, cross-bar, and some portion of the side rack a bolt *z* passes, securing the side rack to the wagon-frame. The side rack may be further so secured by other bolts or screws.

The side rack or compartment can-holder is made up of a frame-work of wood, consisting of the upright pieces *d d*, &c., and cross-pieces *e e*, &c., to which are secured horizontal panels or boards *f f*, &c., forming the back and the bottom of the rack, and the board or sill

g in front and the triangular end boards *h h*. The construction of the side rack is not limited to the particular pieces and forms mentioned, but such is the essential make-up of the same, by which compartments between the several sets of uprights and cross-pieces *d* and *e* are provided for the holding of individual oil-cans and keeping the same independent of each other. Secured and pivoted to the parts *d d* or *h h* of the side rack is an iron rod or tube *i*, bent into a long bail and adapted to fall outside the cans when the same are in place in the side rack, and by thus resting against the cans holds them in place. This rod may have thereon a rubber tubing *j*, corrugated or otherwise, adding to its efficiency in holding the cans and preventing injury thereto and noise. This rod *i* is easily raised when a can is to be removed from the side rack or placed therein.

The end box, Fig. 4, is made up of a framework *k k k k*, with side panels or sides *l l* and back *m*. Through an opening *o* in the back *m* the draw-off connections from the oil-tank pass into the end box. A top *p* of the box opens upon hinges against the rear end of the tank, and the front or drop *q* of the box opens down on hinges, affording when so opened a table upon which to rest cans or measures while filling. This door *q* is held in its dropped position in a horizontal position by the hinged braces or stays *r r*. These stays may have concealed joints *s s*. The lid *p* is provided with a spring-latch *t*, adapted to close over a piece of steel or iron *u* upon the drop *q* when the two are closed together, securing the box closed when the wagon is being driven. Upon the drop *q* is a bar *v*, adapted to pass through a hole *w* in the lid *p* when closed down, and is perforated to receive a padlock, so that the end box can be securely locked when desired. The end box is secured to the rear frame-work of the wagon by bolts.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In an oil-tank wagon, the side rack herein described, having compartments therein adapted to hold individual oil-cans, combined and secured to the frame-work of the oil-tank

wagon at the side of the oil-tank thereon, all substantially as set forth.

2. In an oil-tank wagon, the side rack herein described, having compartments therein
5 adapted to hold individual oil-cans and having the bail *z*, adjusted and adapted to hold such cans in position within such side rack, all substantially as described.

3. In an oil-tank wagon, the end box herein
10 described, having the lid *p* and the drop *q*, hinged to the bottom of said box, and having the jointed stays *r r*, adapted to hold said drop *q* in a horizontal position when dropped, and having the opening *o* in the back thereof
15 adapted to pass the draw-off connections, said end box being combined with the frame-work

of the oil-tank wagon at the rear end thereof, all substantially as described.

4. The combination, in an oil-tank wagon, of the side rack herein described, having com- 20
partments to receive and hold individual cans and secured at the side of the oil-tank upon the frame-work of the wagon, and the end box herein described, having the drop *q* and stays *r r* and secured to the rear end of the 25
frame-work of the oil-tank wagon, all combined and arranged substantially as set forth.

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WILLIAM M. McCULLY.

Witnesses:

NOAH ANDUGG,

CHARLES SAXTON.