

No. 701,656.

Patented June 3, 1902.

C. L. WILMOT.

TANK CAR.

(Application filed Mar. 28, 1901.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

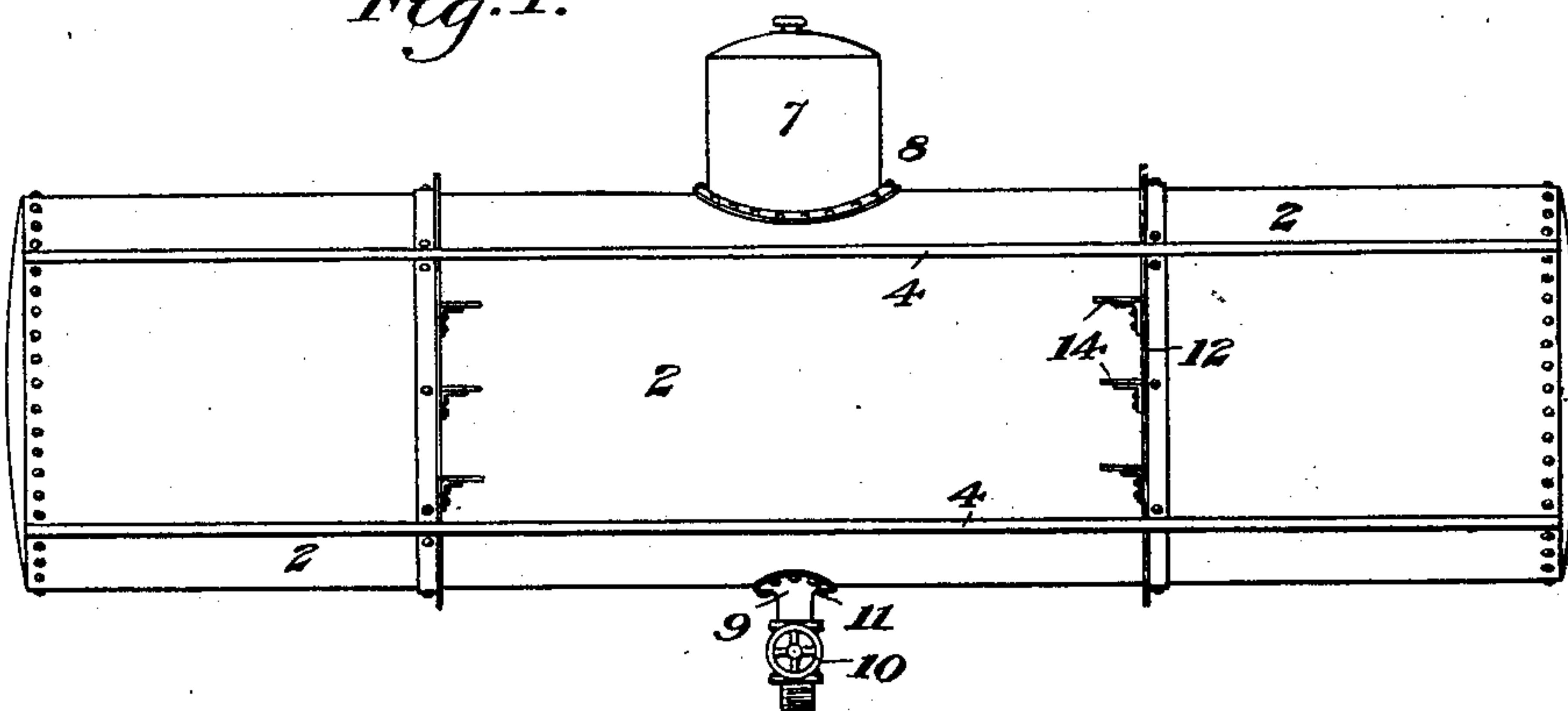
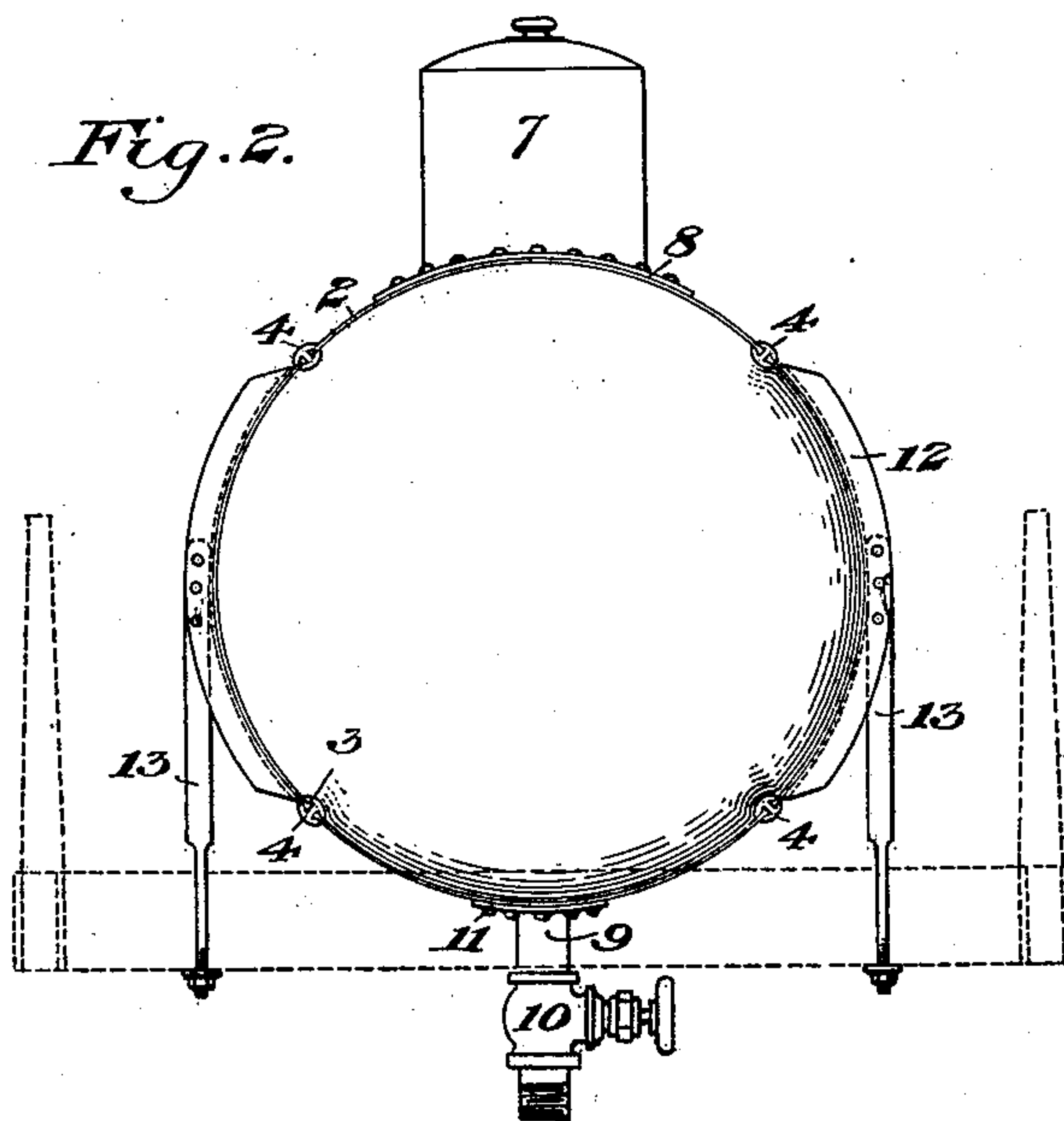


Fig. 2.



WITNESSES

*L. A. Comer*  
*H. M. Corwin*

INVENTOR

*C. L. Wilmot*  
*by McKee & McKee*  
*his attys.*

No. 701,656.

Patented June 3, 1902.

C. L. WILMOT.  
TANK CAR.

(Application filed Mar. 28, 1901.)

(No Model.)

2 Sheets—Sheet 2.

Fig. 3.

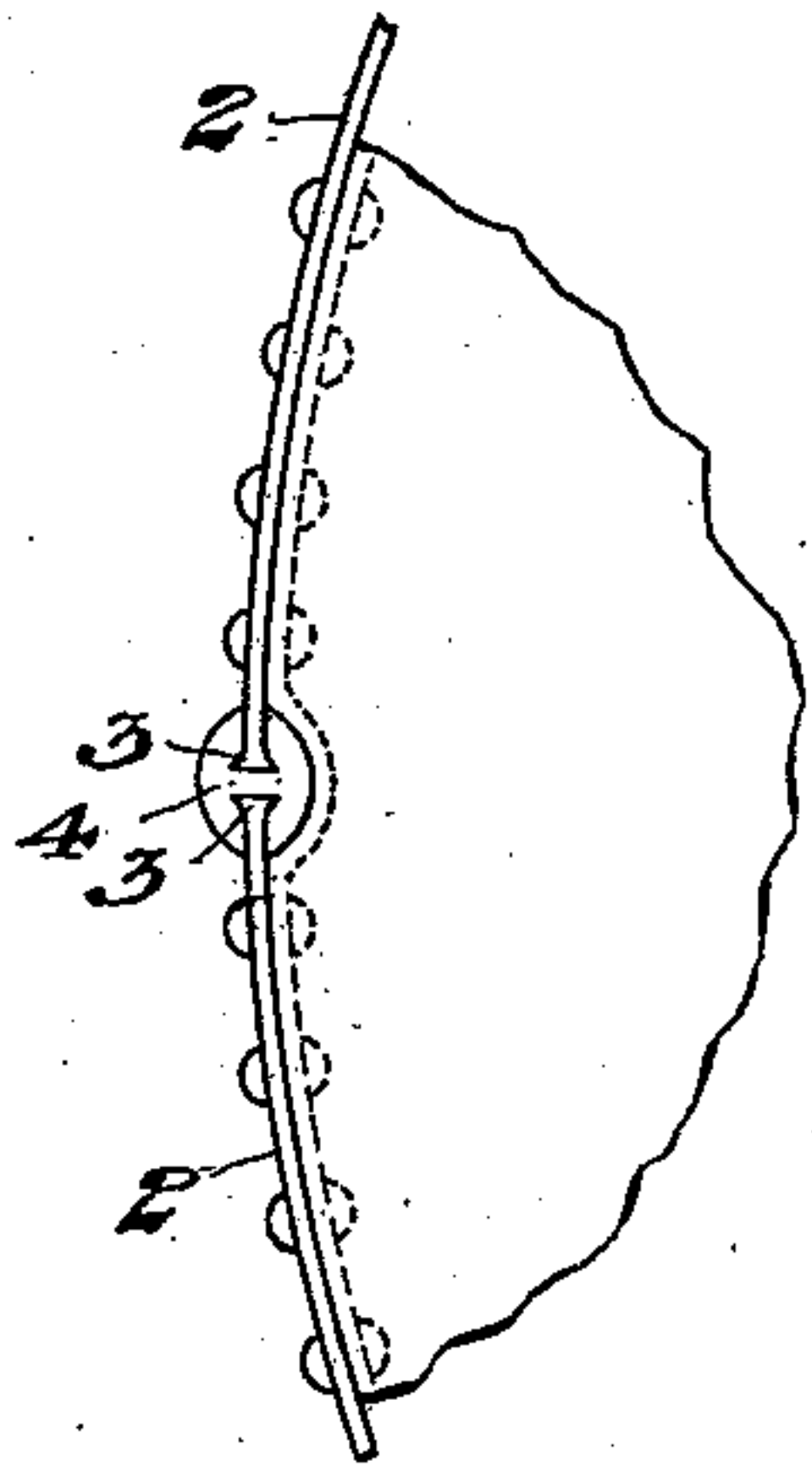


Fig. 4.

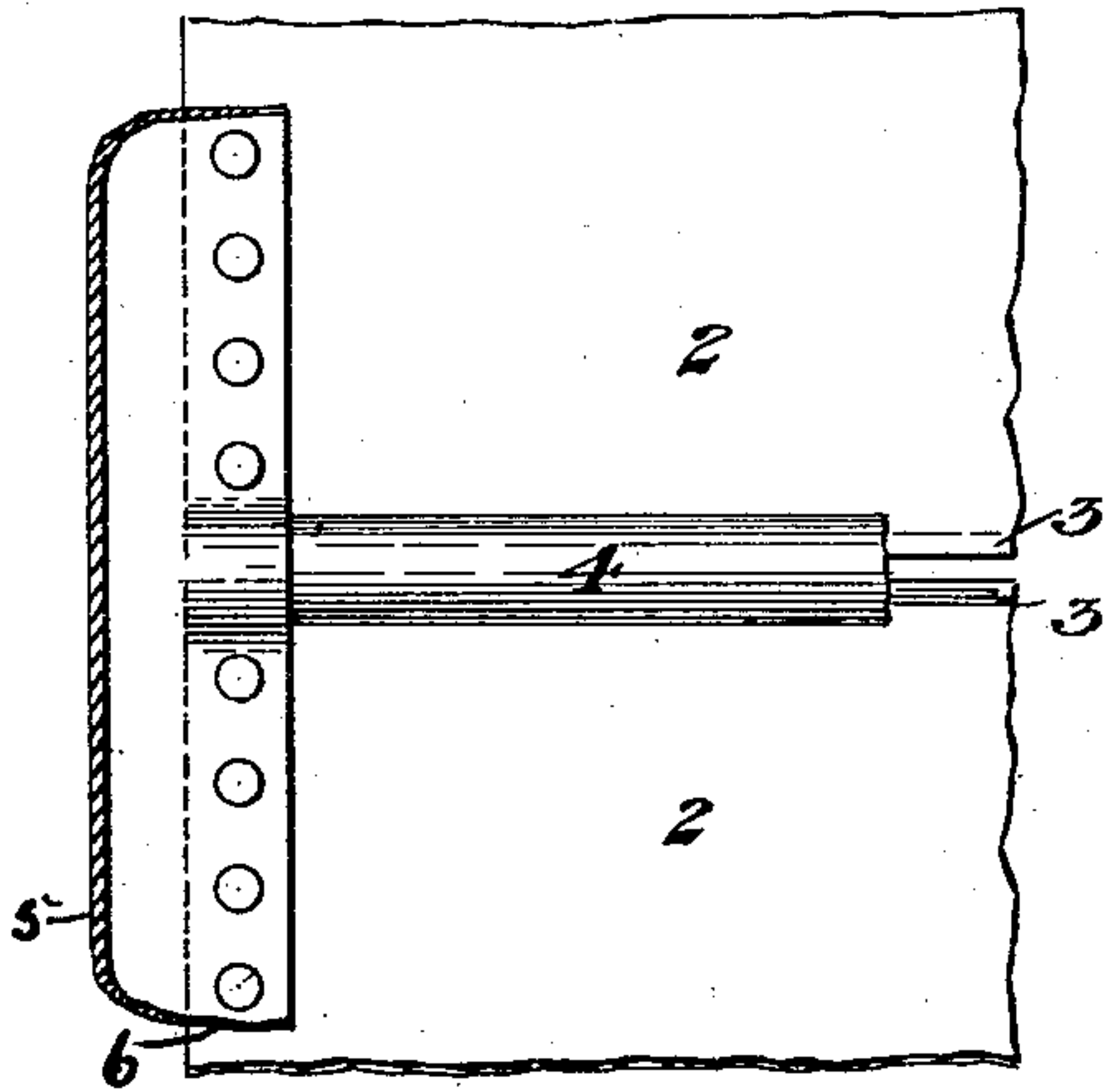
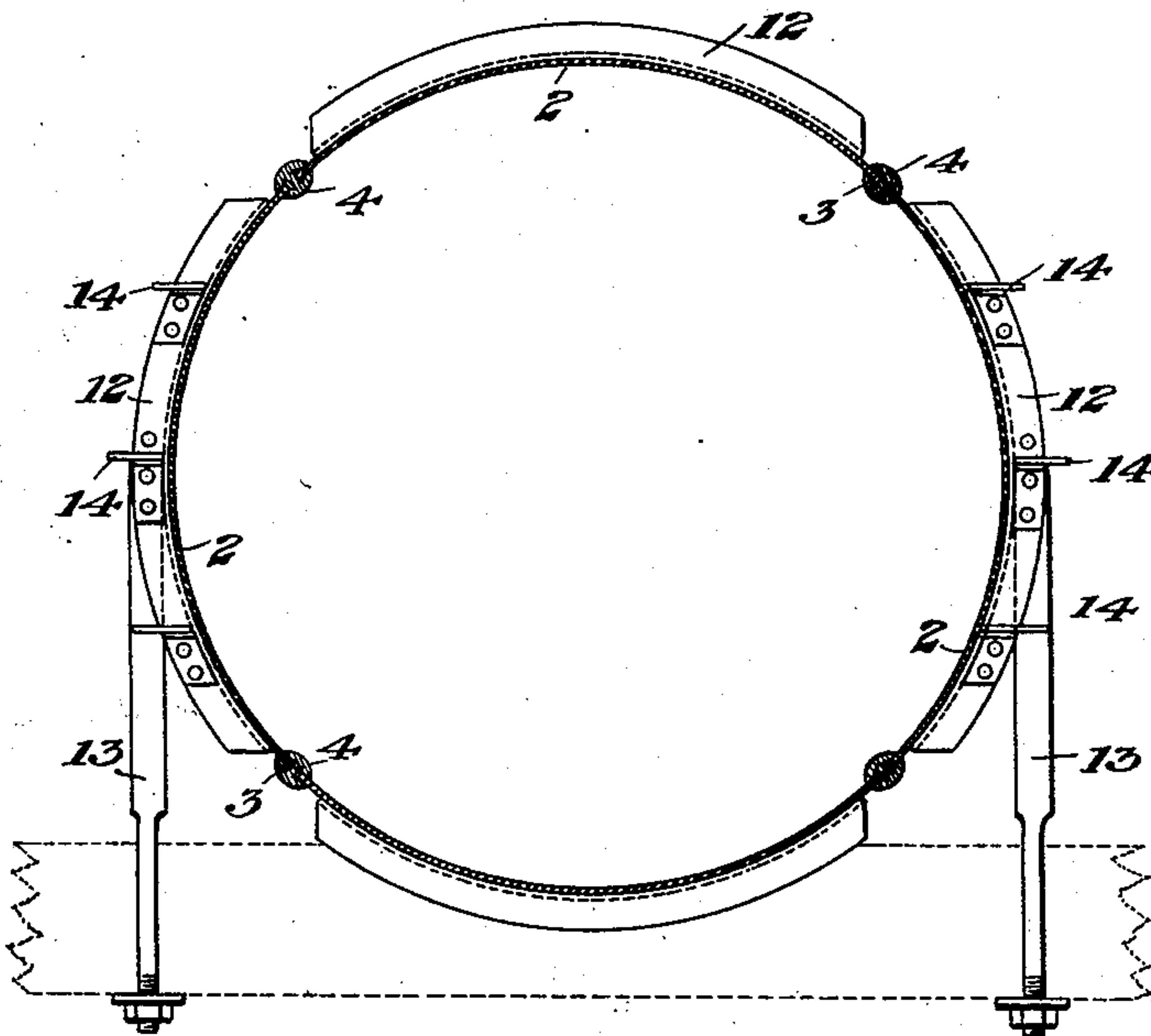


Fig. 5.



WITNESSES

*L. A. Conner*  
*H. M. Corum*

INVENTOR

*C. L. Wilmot*  
*by Baker, Baker*  
*his attys.*



# UNITED STATES PATENT OFFICE.

CLARENCE L. WILMOT, OF PITTSBURG, PENNSYLVANIA.

## TANK-CAR.

SPECIFICATION forming part of Letters Patent No. 701,656, dated June 3, 1902.

Application filed March 28, 1901. Serial No. 53,269. (No model.)

*To all whom it may concern:*

Be it known that I, CLARENCE L. WILMOT, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Tank-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation showing the tank portion of a car constructed in accordance with my invention. Fig. 2 is an end elevation of the same. Figs. 3 and 4 are detail views hereinafter referred to, and Fig. 5 is a transverse section showing the step devices.

My invention relates to the class of tank-cars, and is designed to cheapen and improve the structure and arrangement of the tank portion. Heretofore these tanks have been formed with riveted longitudinal seams, and owing to the jars and shocks to which the car is subjected these seams become loosened or started, necessitating frequent and costly repairs. My invention overcomes this difficulty; and it consists in forming a tank with a longitudinal joint or joints formed by H-shaped locking-bars secured to the enlarged edge portions of the sheet at the joint, the tank having riveted heads, which are indented to receive the locking-bars, and, further, in the construction and arrangement of the parts, as hereinafter more fully described and set forth in the claims.

In the drawings I show a tank formed of four longitudinal sheets 2, though any desired number may be used. The edges of these sheets are peened up, as shown at 3 3 in Fig. 3, and these edge portions are secured together by H-shaped locking-bars 4, which are compressed upon the enlarged edge portions of the sheets, thus forming the seam. The end heads 5 are provided with an annular flange 6, which extends within the end of the tank-body and is riveted thereto, and the flange portion of each head is bent or curved inwardly to accommodate the inner portion of the locking-bar, as shown in Figs. 3 and 4. Rivets are preferably placed as close on each side of the locking-bar as possible in order to securely seal this part of the joint.

The dome 7, of any desirable pattern, may be secured to the top of the tank at its center by the riveted flange 8, and similarly the drain-pipe 9, having valve 10, may be secured to the under side of the tank by the riveted flange 11.

To secure the tank to the car-body, I preferably rivet curved shapes 12 of angle or T shape, these shapes extending vertically along the side plates, as shown in Figs. 2 and 5, and to these shapes are riveted or bolted straps 13, which extend down through the car-body and are secured by bolts or otherwise. Steps 14 may be secured to the braces or shapes to give easy access to the top of the tank.

The advantages of my invention result from the use of a locking-bar seam for the longitudinal seams of the tank or vessel for storing or transporting liquids, thus avoiding the starting of riveted seams by the shocks and jars to which a car is subjected.

Many variations may be made in the form, size, and structure of the tank without departing from my invention.

I claim—

1. A tank-car having a longitudinal cylindrical tank formed of one or more longitudinal plates with enlarged longitudinal edge portions secured together by locking-bars compressed upon said edge portions, said tank having flanged end heads secured by rivets extending through the flanges, said flanges being bent to allow the passage of the locking-bars; substantially as described.

2. A cylindrical tank formed of one or more longitudinal plates with enlarged edge portions secured together by locking-bars compressed thereon, said tank having a flanged end head secured by rivets extending through the flanges, said flanges being bent to allow the passage of the locking-bar; substantially as described.

In testimony whereof I have hereunto set my hand.

CLARENCE L. WILMOT.

Witnesses:

H. M. CORWIN,  
C. P. BYRNES.