No. 707,922. Patented Aug. 26, 1902.

C. O. HEDSTROM.

FUEL OR OTHER RESERVOIR FOR INTERNAL COMBUSTION ENGINES.

(Application filed Oct. 28, 1901.)

(No Model.)

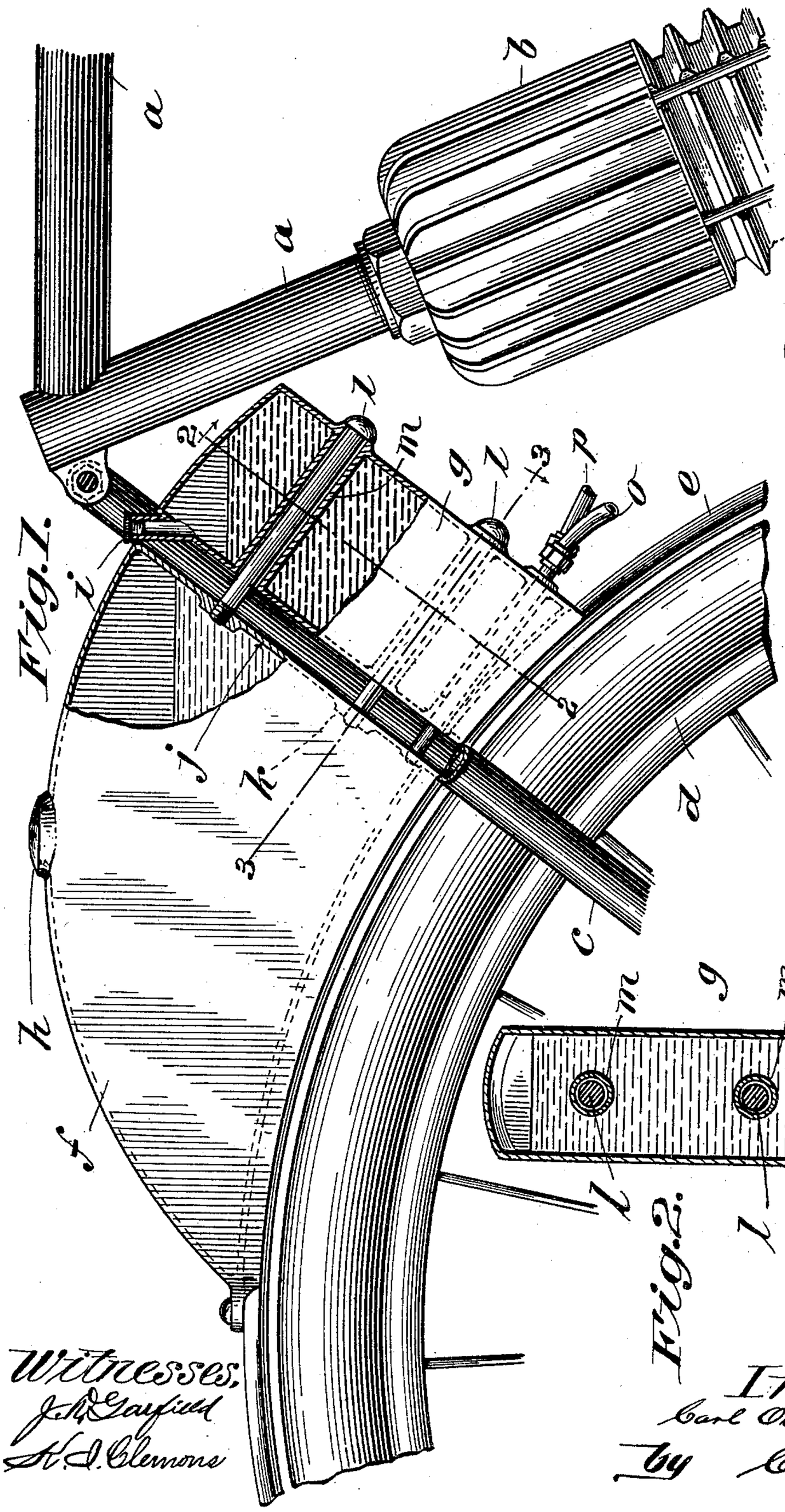

Fig. 1.

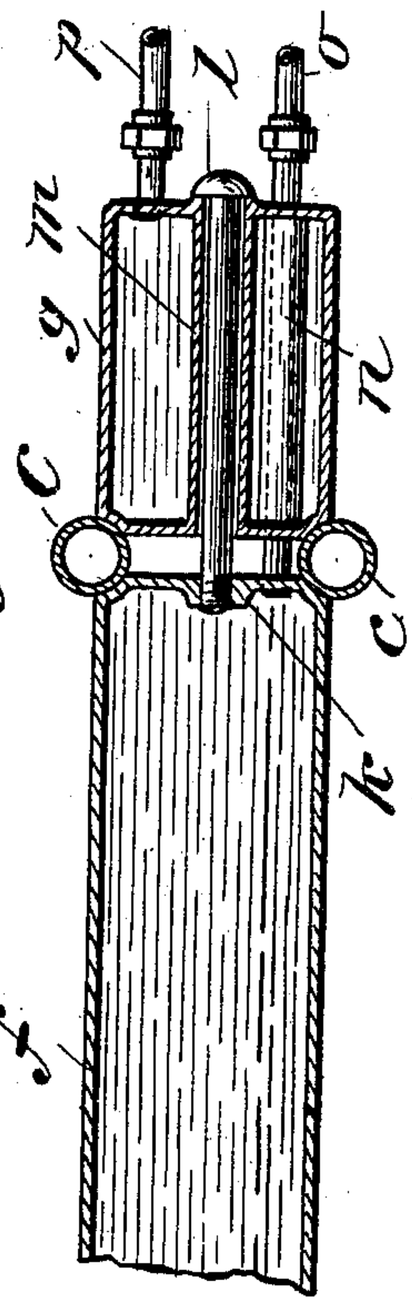

Fig. 3.

Fig. 2.

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UNITED STATES PATENT OFFICE.

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FUEL OR OTHER RESERVOIR FOR INTERNAL-COMBUSTION ENGINES.

SPECIFICATION forming part of Letters Patent No. 707,922, dated August 26, 1902.

Application filed October 28, 1901. Serial No. 80,193. (No model.)

To all whom it may concern:

Be it known that I, CARL OSCAR HEDSTROM, a citizen of the United States of America, residing at Portland, in the county of Middlesex and State of Connecticut, have invented new and useful Improvements in Fuel or other Reservoirs for Internal-Combustion Engines, of which the following is a specification.

This invention relates to motor-cycle constructions, and has for its object improvement in the construction of a fuel-reservoir and a reservoir for lubricating-oil and means for securing the same to the machine, whereby their contents may be drawn off by gravity as desired, all as fully described and claimed in the following specification.

In the drawings forming part of this application, Figure 1 is a side elevation of a portion of a motor-cycle having reservoirs attached thereto embodying my invention, portions of the latter being shown in section. Fig. 2 is a vertical transverse section on line 2 2, Fig. 1; and Fig. 3 is a sectional plan view on line 3 3, Fig. 1.

Referring now to the drawings, *a* indicates a part of the frame of a motor-cycle; *b*, the motor; *c*, the rear-wheel fork, said rear wheel *d* being provided with the usual guard *e*, on which are mounted the reservoirs *f* and *g*, the former being the reservoir which contains the fluid whose combustion in the motor *b* provides the motive force for the machine. As is well known, this fluid is one of the volatile hydrocarbons, as naphtha or gasolene, and the preferred mode of supplying said fluid to the motor is to so locate the supply-reservoir *f* that the fluid may run by gravity into an intermediate float-controlled reservoir, (not shown in the drawings,) from which it is drawn by suction into the motor in the usual manner, and having these ends in view means are provided, which will be hereinafter described, for securing the reservoir *f* in the desired position on the guard *e* of the rear wheel of the vehicle. It is also well known that in motor-cycles and like vehicles in which internal-combustion motors are employed liberal lubrication of the piston of the motor is requisite, owing to the normally high temperature of the cylinder when the motor is in operation, and to provide a supply of lubricating-oil for the cylinders, which may be fed by gravity as required into the usual oil-cup carried on the motor, but not shown in the drawings hereof, I locate the reservoir *g* on the guard *e* of the rear wheel of the vehicle and construct the latter of such shape as to conform with the configuration of the end of the reservoir *f* to the end that the outline of the two reservoirs when secured together may be in harmony with the general outline of the frame of the machine, and I provide means whereby the two reservoirs may be secured together and at the same time may be securely clamped to the rear-wheel fork *c*, which, together with the support afforded by the guard *e*, rigidly secures these reservoirs to the frame in such manner that they practically form part thereof and are positively secured against rattling while the machine is in motion.

Each of the reservoirs *f* and *g* is made of metal, each having an opening whereby material may be introduced therein, which opening in the reservoir *f* is closed by a screw-plug *h* and that in the reservoir *g* is closed by the screw-plug *i*. On the end wall *j* of the reservoir *f* the boss or bosses *k* are provided, having screw-threaded holes therein for the reception of the screws *l*, which extend through the tubes *m*, which traverse the reservoir *g*, the heads of said screws bearing against the outer ends of said tubes, the latter providing a rigid transverse support for the reservoir *g*, which permits the screws *l* to be turned up tightly enough to draw the two reservoirs together and bind them tightly against the opposite sides of the two uprights of the rear-wheel fork *c*, as clearly shown in section in Fig. 2. Near the bottom of the reservoir *g* there extends through the latter another tube *n*, within which is a pipe *o*, which enters the reservoir *f*, at the bottom thereof, and through which the contents of the latter reservoir are by suitable means supplied to the cylinder of the motor. Alongside of said pipe *o* is another pipe *p*, which enters the reservoir *g* and through which lubricating-oil may be fed into a proper oil-cup attached to the motor-cylinder.

It is seen from the location of the two reservoirs *f* and *g* on the wheel-guard in the po-

sition shown—that is, forwardly of the vertical center of the wheel—that the contents thoreof may all be drawn out through the tubes *o* and *p*, that the location of these reservoirs is such that they may be most conveniently refilled, that by the construction shown they are most securely attached to the vehicle, and that their configuration is such as to be in harmony with the outline of the frame.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. The combination with the rear-wheel fork of a motor-cycle, of a reservoir located on each side of said fork, longitudinally of the machine, and means for securing said reservoirs one to the other, and whereby they may be securely clamped to the said fork, both of said reservoirs having an outlet one side of the vertical center of the rear wheel, the outlet of one reservoir passing through the other reservoir.

2. The combination with the rear-wheel fork of a motor-cycle, of a reservoir located on each side of said fork, longitudinally of the machine, tubular passages extending through one of said reservoirs, an outlet-pipe connected with the other reservoir extending through one of said passages, and a screw extending through another of said passages for securing said reservoirs together, and to said fork.

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