

In 1915 the following designs for all classes of tinware in general use by the mechanical departments were adopted as Recommended Practice. A description and an illustration of these articles follow :

Fig. 1 shows an engineer's torch. The special feature of this torch is a cap which screws over the top and prevents oil wasting out into the seat box when the torch is not in use. While this torch is not tinware, it is used as a substitute for tinware.

Fig. 2 shows a very satisfactory form of torch, used on some roads for enginemen and shopmen.

Fig. 3 is a squirt oil can made of tin.

Fig. 4 is a pressed-steel squirt oil can, which can be purchased in the market, and is merely shown as an alternative where such a can is desired.

Fig. 5 shows two forms of long-spout engine oil can in quite general use. It is claimed that the amount of oil saved by the use of these cans will pay for the cost of construction.

Fig. 6 is a one-pint signal oil can. This is furnished on the engine, principally in winter weather, to carry a small amount of oil for emergency use. It is made small and compact to withstand rough usage and to save material. This can may also be used as a lamp filler for train service, station service, or where such a filler is required.

Fig. 7 is a three-pint valve-oil can with an internal strainer made of perforated tin. The opening in the top is made small to require the heating of the valve oil before putting it in the can, so that it will readily strain through the perforations.

Fig. 8 shows a five-pint valve-oil can, designed along the same lines, excepting the elliptical formation. The purpose of this form of construction is to give a large-capacity can, placing the handle on the side, enabling same to be used in a minimum of space between the lubricator and the roof of the cab.

Fig. 9, two-quart oil can, with double-folded seams.

Fig. 10, one-gallon can, of similar design. Both of these cans were made the same diameter, which will permit using the same dies in construction.

Fig. 11 is a two-gallon oil can, similar in construction to Figs. 9 and 10.

Fig. 12, three-gallon oil can, made of galvanized iron, has the bonnet so constructed as to permit of a free outlet for the oil. The iron band riveted to the flanged edge of the bottom protects the can from rough usage.

Fig. 13, five-gallon, and Fig. 14, ten-gallon, are constructed along similar lines.

Fig. 15 is a cheap form of card case that is fastened to the inside of the cab to hold the Federal Boiler Inspection card.

Fig. 16 is a form of card case, also nailed to the side of the cab, to receive the individual boiler-washout card. The dimensions of these may be varied to suit the cards used on the individual roads.

Fig. 17 is a two-gallon tank bucket.

Figs. 18 and 19 show two designs of sand buckets, where such an article is necessary.

Fig. 20 is a form of sponge bucket for engine-house use. This bucket has a capacity of four gallons or 50 lb. of saturated sponging. It is made elliptical for convenience in carrying, and will hold enough sponging to pack one side of a Pacific type engine, trailer and engine trucks.

Fig. 21 is a one-pound emery can, with a small opening which directs the emery onto the spot where it is required.

Fig. 22, a universal form of marking pot.

Fig. 23, a convenient and sanitary form of dust-pan.

Figs. 24, 25 and 26, three sizes of funnels, which should take care of all requirements in the mechanical department.

Figs. 27, 28, 29 and 30, one-pint, one-quart, two-quart and one-gallon measures. These measures are made with parallel sides to economize in labor and material.

Fig. 31, two-gallon oil can, with a removable brass tip so that the size of hole may be varied as required. The use of this oil can is not recommended in engine houses.

Figs. 32 and 33 show two forms of sprinkling cans, which may also be used for cooling cans, if desired, by removing the rose.

Fig. 34, a plain and economical form of coal hod.

Fig. 35, two-gallon pail.

Fig. 36, four-gallon pail.

Fig. 37, fiber fire bucket.

Fig. 38, a form of soil can that is used where Pullman car and private cars are required to stand in the terminal while occupied.

Figs. 39 and 40, garbage and refuse cans, shown with and without cover.













































