F. W. BURCH.

WATER BAG RECEPTACLE.

APPLICATION FILED AUG. 1, 1916.

1,215,477. Patented Feb. 13, 1917.

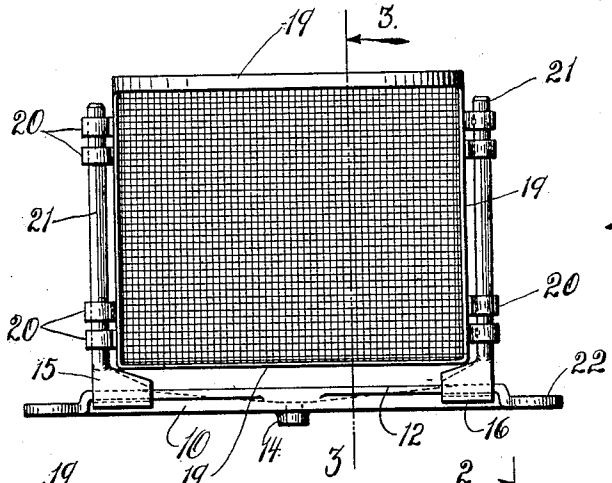


Fig. 1.

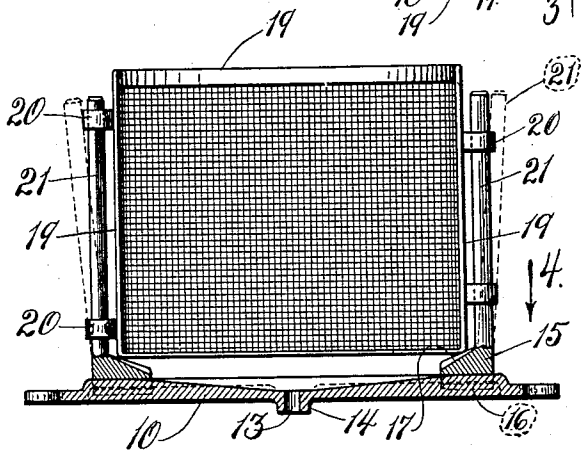


Fig. 2.

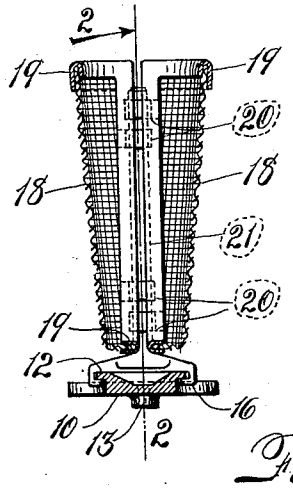


Fig. 3.

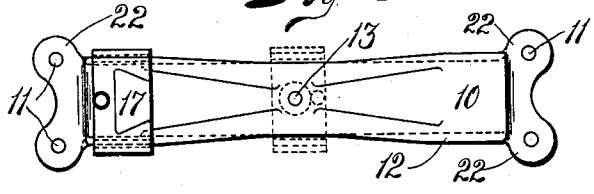


Fig. 4.

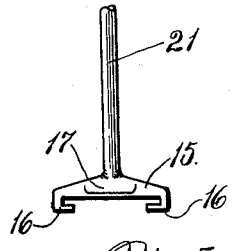


Fig. 5.

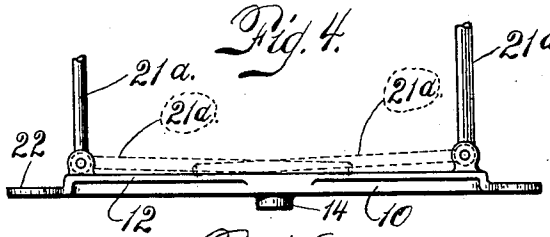


Fig. 6.

By

Inventor

F. W. Burch.

W. W. Boughton

Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FREDERICK W. BURCH, OF PUEBLO, COLORADO.

WATER-BAG RECEPTACLE.

1,215,477. Specification of Letters Patent. Patented Feb. 13, 1917.

Application filed August 1, 1916. Serial No. 112,523.

To all whom it may concern:

Be it known that I, FREDERICK W. BURCH, a citizen of the United States, and a resident of Pueblo, in the county of Pueblo and State of Colorado, have invented a certain new and useful Improvement in Water-Bag Receptacles, of which the following is a full, clear, and exact description.

My invention is an improvement in receptacles and relates in particular to a rack or receptacle adapted to be secured to the running board of an automobile and to serve as a container for a water bag. It is the custom of automobilists, particularly in the more arid portions of the country, to carry with them a reserve supply of water; and, in order that this water may be kept cold and therefore fit for drinking, the preferred container for such water is a bag of fabric slightly porous to water whereby the outer surface of the bag is kept moist and the contained water is cooled by the evaporation of this surface moisture. These bags are provided with handles, usually of rope, and it has been the custom to hang the bag at some convenient point on the outside of the machine where it will be in a current of air. But the motion of the machine causes the water bag to swing against the adjacent portions of the machine and the abrasive action set up tends to destroy the finish of the automobile and also to wear holes in the water bag. Furthermore, there is a tendency for water to drip from the moist surface of the bag, especially where in contact with any other body, and this water discolors and rusts the portions of the automobile body on which it falls. The object of the present invention, therefore, is to provide a device which will conveniently receive and hold a water bag in position to expose it fully to the action of the atmosphere, which will prevent the bag from defacing the machine by rubbing against it and which will furthermore prevent water from dripping on the adjacent parts of the automobile. A further object of the invention is to provide a device which will be readily removable from the machine when not in use, which when so removed will require as little storage space as possible, and which will be so constructed as not to rattle under jarring action. Further objects and advantages of my invention will later appear in this specification.

In the single sheet of drawings accompanying this application and forming a part hereof

Figure 1 is a side elevation of my device in assembled position;

Fig. 2 is a longitudinal, vertical section through my device, the section being taken on the line 2—2 of Fig. 3;

Fig. 3 is a transverse, vertical section through the device, taken on the line 3—3 of Fig. 1;

Fig. 4 is a plan view showing the base plate and one of the standards in position, the first step in placing the second standard being indicated in dotted lines in this figure;

Fig. 5 is a partial elevation of one of the standards, as viewed from the inner side of the device; and

Fig. 6 is a side view illustrating a modification of my invention.

Referring to the drawings, in which like characters of reference indicate like parts in the several views, my device comprises a base plate 10 adapted to be secured by bolts or screws passing through the holes 11 to any suitable portion of an automobile— preferably the running board. The plate 10, which is perferably an aluminum casting for reasons of lightness and of decreased tendency to chattering between parts, is narrower in width at the middle as indicated in Fig. 4, and from this portion the upper surface flares to provide flanges 12 for a purpose later to be described. The upper surface of the base plate slopes as indicated toward the center where there is located an opening 13 extending through the base plate and through a nib 14 adapted to project through the running board or other portion of the car where the receptacle may be mounted.

The two standards, which are exactly alike, have a foot 15 adapted to rest on the base plate 10 and projections 16 on either side of the foot form grooves which are adapted to receive and snugly engage the flanges 12 when the standards are in position at the opposite ends of the base plate and stand with their feet projecting inwardly as shown in the several figures of the drawings. The upper surfaces of the feet 15 are inclined toward the center of the base and are preferably dished out as indicated at 17 in Figs. 2 and 5 to cause any

water dripping on them to be delivered on the base plate.

The body portion of my receptacle is preferably formed in two complementary sections. These sections are preferably formed of substantial, open meshed, wire screen secured in any suitable manner in frames 19 which are composed of straight side and bottom members and a bowed top member. The vertical side members of the frame 19 carry each two loops 20 of proper size to fit over the rods 21 of the standards. I prefer to form the body sections 18 exactly similar, the lower and upper loops 20 on opposite sides of each member being at different heights as shown in order that both sets of loops may be received on the rods 21.

The manner of use of the device will be apparent from the foregoing description of parts. The base plate 10 is permanently secured by screws or bolts to the running board or other convenient portion of an automobile, an aperture through which the nib 14 projects having been provided therefor that purpose. In assembling, the standards are first passed over the base plate at the middle, the plate 10 being narrow enough at that point to allow the projections 16 to pass. Then the standard is slipped toward one end of the base plate, the foot 15 projecting inwardly and the flanges 12 being received within the groove provided by the projections 16, until the standard engages the ears 22 at the end of the base plate and the foot 15 rests upon a plane surface provided for it as clearly indicated at the right of Fig. 4. The standards are preferably so shaped that a slight outward inclination (illustrated in slightly exaggerated relation in dotted lines in Fig. 2) is normally taken by the rods 21. The sections 18, naturally assuming a position where they are in "right and left hand" relation when placed with their open sides in juxtaposition, then have their loops 20 slipped over the rods 21, these rods being slightly sprung toward the center to receive the loops. This slight springing action of the rods 21 insures a tight, non-rattling connection between all the parts and also that the sections 18 can not work up off the rods.

The parts now have assumed the position shown in Figs. 1, 2 and 3 and are ready for the reception of a water bag which snugly fits in the receptacle so formed. Any water dripping from the bag at any point of contact falls either on the surface 17 on the foot of a standard from whence it will run on the base plate or on the base plate itself and will run down the concave inclined surfaces of the latter and escape through the opening 13 where it will fall to the ground. The nib 14 insures that this moisture can not reach the wooden or composition reinforcement of the running board and so cause the latter to rot or swell and distort the running board, but that such moisture will fall free.

When it is not desired to use the device it may be readily removed by slipping the sections 18 off the rods and removing the standards by reversing the operation described for applying them. When so removed the body sections will nest and thus not require any considerable room for storage. It will, of course, be obvious that if this nesting feature be not desired the body portion may be made in one piece, without departing from my invention.

While I have described the foregoing construction in considerable detail it will be obvious that my invention is not limited to the precise construction here shown, which is, however, the best means now known to me for embodying the same. But it will be clear that I may make many changes, alterations and substitutions in the precise embodiment of the same without departing therefrom. One such modification is illustrated in Fig. 6 of the drawings, in which the standards 21^a, instead of being removable as heretofore described, are hinged to the base plate and may be folded down as indicated in dotted lines, when the body sections have been removed.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:—

1. In a device of the class described, a base plate secured in position, a pair of standards removably mounted on said base plate, and a body portion removably mounted on said standards, said body portion being formed of two pervious sections so shaped that when joined they form a receptacle adapted to receive and support a water bag.

2. In a device of the class described, a base plate secured in position, a pair of standards removably mounted on said base plate and complementary body portions each removably mounted on said standards, said body portions being so shaped that when in position they form a receptacle adapted to receive and support a water bag.

3. In a device of the class described, a base plate, means for securing said base plate to an automobile running board or the like, said base plate being narrowest adjacent its middle and horizontally flanged adjacent each end, a pair of standards adapted to be mounted on said base plate, each standard comprising a vertical rod and a foot adapted to straddle the narrow portion of said base and having grooves adapted to receive said flanges, and a body portion adapted to be removably mounted on said rods.

4. In a device of the class described, a base plate, means for securing said base plate to an automobile running board or the

like, said base plate being narrowest adjacent its middle and horizontally flanged adjacent each end, a pair of standards adapted to be mounted on said base plate, each standard comprising a vertical rod and a foot adapted to straddle the narrow portion of the base and having grooves adapted to receive said flanges, and complementary body sections each carrying on its vertical edges loops adapted to engage said rods.

5. In a device of the class described, a centrally perforated base plate, means for securing said base plate to an automobile running board or the like, said base plate being narrowest adjacent its middle and horizontally flanged adjacent each end, a pair of standards adapted to be mounted on said base plate, each standard comprising a vertical rod and a foot adapted to straddle the said narrow portion of the base and having grooves adapted to receive said flanges, and complementary body sections each carrying on its vertical edges loops adapted to engage said rods, said feet and base plate being so shaped as to drain any water falling thereon toward said perforation.

6. In a device of the class described, a base plate secured in position, a pair of standards removably mounted on said base plate, and a body portion removably engaging said standards, the length of said body portion being slightly less than the distance between said standards whereby said standards must be sprung inwardly to receive said body portion.

In testimony whereof, I have hereunto affixed my signature.

FREDERICK W. BURCH.

Witnesses:
LOLA ANDERSON,
J. T. MCCORKLE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents Washington, D. C."