H. M. STRONG.

GLOBE AND FUSE CARRIER.

APPLICATION FILED FEB. 10, 1920.

1,371,272. **Patented Mar. 15, 1921.**

Fig. 1

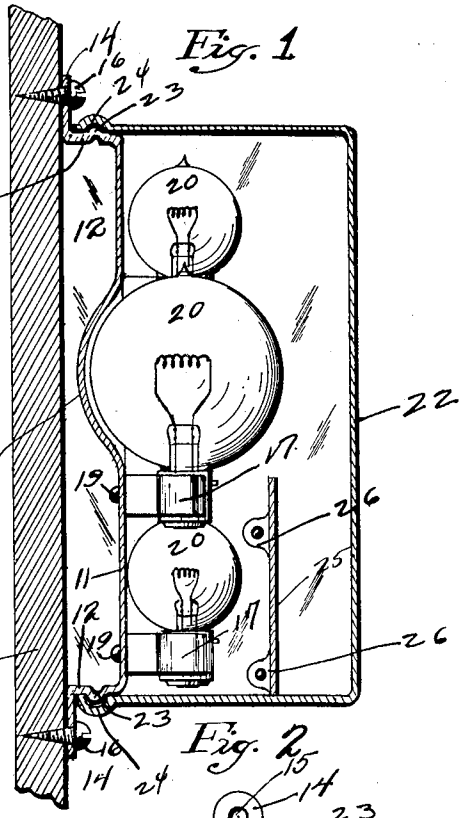


Fig. 4

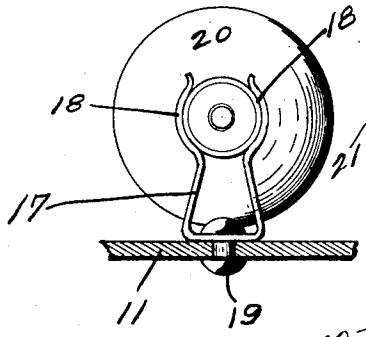


Fig. 2

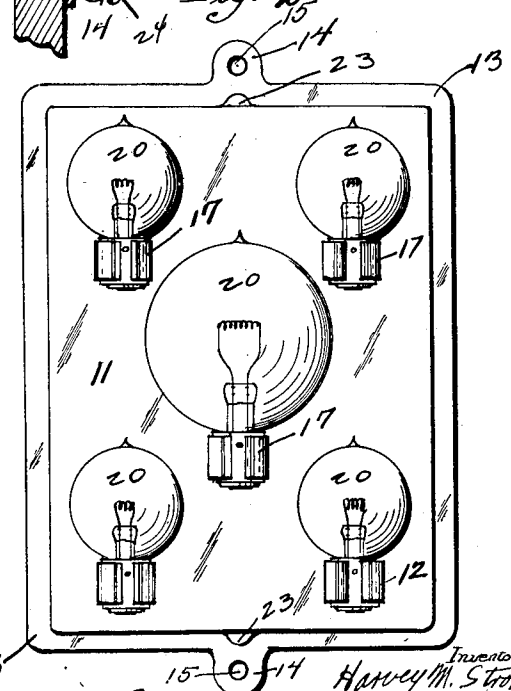
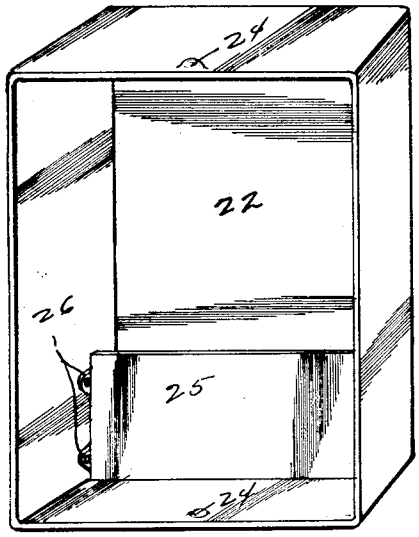


Fig. 3



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UNITED STATES PATENT OFFICE.

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GLOBE AND FUSE CARRIER.

1,371,272. Specification of Letters Patent. Patented Mar. 15, 1921.

Application filed February 10, 1920. Serial No. 357,676.

To all whom it may concern:

Be it known that I, HARVEY M. STRONG, a citizen of the United States, and a resident of Des Moines, in the county of Polk and State of Iowa, have invented a certain new and useful Globe and Fuse Carrier, of which the following is a specification.

The object of my invention is to provide a globe and fuse carrier of simple, durable and inexpensive construction, which may readily and easily be secured to the dash of an automobile, in such a manner that the jars and vibrations of the car will not in any way affect the bulbs.

More particularly it is my object to provide a resilient body member, which has bulb engaging clips thereon, the body portion being so constructed, that it will be spaced slightly from the dash or the like of the automobile, so that any vibration of the dash will not tend to cause the electric globes to be broken.

Still a further object is to provide a detachable cover member, which is designed to be yieldingly held in position, and cover the globes, the cover member being provided with a partition near its lower end, which will form a pocket or the like for receiving fuses or other small electrical equipment.

With these and other objects in view, my invention consists in the construction, arrangement and combination of the various parts of the device, whereby the objects contemplated are attained, as hereinafter more fully set forth, pointed out in my claim, and illustrated in the accompanying drawings, in which:

Figure 1 shows a central, vertical, sectional view through my invention, showing it attached to the dash of an automobile.

Fig. 2 shows a front elevation of my device with the cover member removed therefrom.

Fig. 3 shows a perspective view of the cover member; and

Fig. 4 shows a detailed, sectional view of one of the resilient bulb engaging clips.

In the accompanying drawings, I have used the reference numeral 10 to indicate the ordinary dash of an automobile.

Mounted on the dash 10 is the resilient body member 11, which is provided with a rearwardly extending flange 12. The rearwardly extending flange 12 is bent upon itself to form a flange 13. The flange 13 rests against the dash 10.

The upper and lower parts of the flange 13 are provided with ears 14 in which are the openings 15. Screws 16 extend through the openings 15, and extend into the dash 10 for holding the body portion 11 in position.

Fixed on the body portion 11 are the resilient bulb engaging clips 17. The clips 17 are provided with the curved members 18, which are designed to receive the portion of the bulb 20, which is adapted to be received in the light socket.

The bulb engaging clips 17 are secured to the body portion 11 by means of the rivets 19.

From the construction of the parts just described, it will be seen that when the light bulbs are placed within the clips 17, any vibration of the automobile will not in any way seriously affect the bulbs.

If the body portion 11 were placed against the dash 10 and firmly secured thereto, then any jar or vibration of the dash would directly subject the electric light bulbs to the same jar and vibration, but in my construction, the vibration of the dash 10 will not directly affect the body portion 11, which has the grips 17 thereon.

It will be understood that my device is expressly adapted and designed for carrying electric light bulbs generally used in automobiles.

In the present electrical lighting system of automobiles, four or five lights are used, which vary in size sometimes. In order to take care of some of the large size globes, I have provided a recess 21 in the body portion 11, which is directly above one of the clips 17. When a lamp bulb of the large type is used, it can then be placed in the clip 17 directly below the recess 21. This is best illustrated in Fig. 1 of the drawings.

It is very desirable to carry extra lights in an automobile, but it is almost impossible to prevent them from being broken. By using my device, I am able to carry a complete set of lights without any of the dangers of having them broken or smashed either accidentally or otherwise.

I have provided a cover member 22, which is designed to cover the body portion 11 and to have its sides rest adjacent to the flange 12. In the flange 12, I have provided beads 23.

The cover member 22 is provided with the coacting portions 24. The cover member 22

being made of resilient material, I am able to force the cover member over the beads 23, until the coacting portions 24 register with the beads 23, and thus hold the cover member against accidental displacement.

The cover member 22 is provided near its forward wall and adjacent to its lower side with a partition member 25. The partition member 25 is secured to the cover member by means of the rivets 26. The partition member does not in any way interfere with the electric light bulbs, and at the same time forms a pocket or the like for carrying fuses or other small electrical equipment.

When it is desired to get into the pocket formed by the partition 25, the cover member 22 is removed from the body portion 11, and by inverting it and holding it on an incline, the material in the pocket formed by the partition will slide out and rest on the forward wall of the cover member 22.

The operator can then pick any part or parts that is desired, and by returning the cover member to its original position, all the parts will remain in the pocket formed by the partition 25.

One of the advantages of my device is that I am able to carry a complete set of extra lights, and at the same time have extra fuses or other small electrical parts conveniently located, so that if a light or fuse is ever burned out, a new one from the carrier may readily and easily be substituted.

Another advantage of my device is that by providing the resilient body portion 11 and by spacing it from the dash 10, the electric light bulbs will not be subjected directly to the jars and vibrations of the automobile.

Some changes may be made in the construction and arrangement of the various parts of my device without departing from the real spirit and purpose of my invention and it is my intention to cover by my claim, any modified forms of structure or use of mechanical equivalents, which may be reasonably included within their scope.

I claim as my invention:

In a device adapted to be secured to a dash of an automobile, comprising a member for receiving electric light bulbs, having a resilient body member comprising a back, and a plurality of light bulb engaging clips, fixed to the back of said resilient body member, the back of said resilient body member, having a depression formed therein, whereby light bulbs of various sizes may be received and held in said clips, the globe portion of one of the lights being received in the depression, a flange extending rearwardly from the back of said body member and adapted to have its free edges bent upon itself at right angles thereto to form a portion adapted to rest against the dash of an automobile, whereby said back member will be slightly spaced from the dash and not directly subjected to the jar and vibrations of the dash, a cover member adapted to cover said flange, a clip formed on said flange, and a coacting portion formed on the cover member, whereby said cover member may be yieldingly held in position, a vertical partition member formed on the lower side of said cover member, whereby a pocket will be formed near the lower side of said cover member.

Des Moines, Iowa, January 26, 1920.

HARVEY M. STRONG.