I. R. JOHNSON.

OIL CAN HOLDER.

APPLICATION FILED SEPT. 16, 1911.

1,018,567.

Patented Feb. 27, 1912.

Fig. 2.

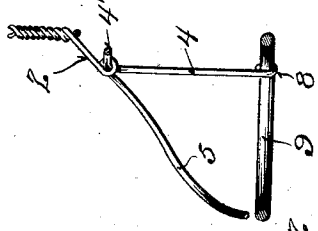


Fig. 3.

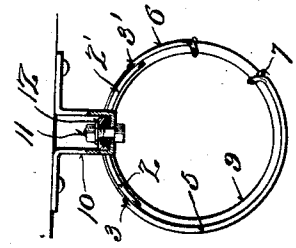


Fig. 5.

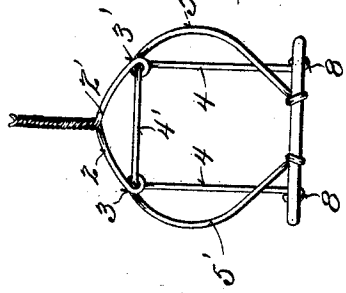


Fig. 4.

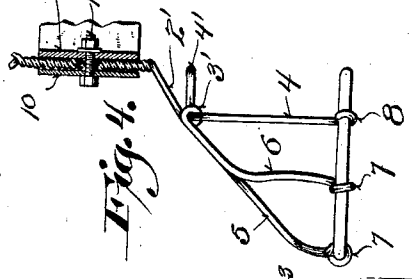
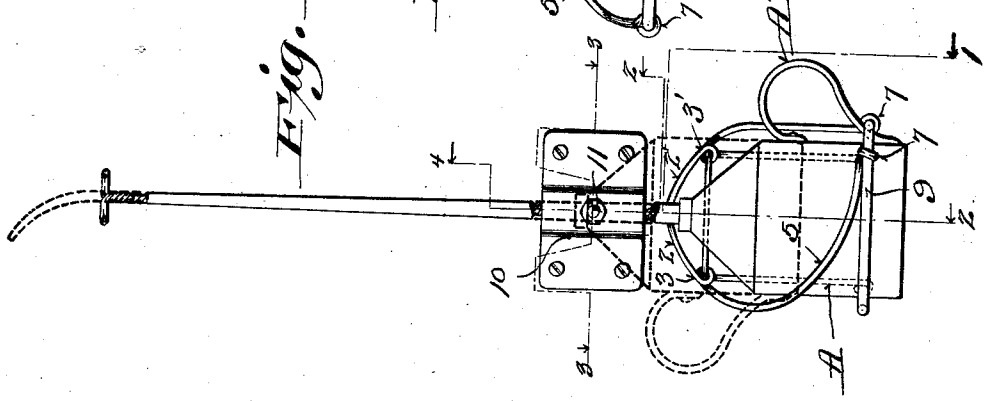


Fig. 1.



Witnesses:

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OIL-CAN HOLDER.

1,018,567. Specification of Letters Patent. Patented Feb. 27, 1912.

Application filed September 16, 1911. Serial No. 649,775.

To all whom it may concern:

Be it known that I, ISAAC R. JOHNSON, a citizen of the United States, and resident of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Oil-Can Holders; and I do hereby declare that the following is a full, clear, and exact description thereof.

The object of my invention is to provide a simple, convenient, economical and efficient oil-can holder especially designed to be used in sets within the cab of a locomotive, whereby each holder of the set is adapted to receive the oil-can under certain climatic conditions so as to insure the oil being kept at an approximately even temperature consistent with economy and efficiency in its consumption.

Another object of my invention is to construct a holder in such manner that the bottom of the oil-can remains in suspension therein, whereby wear upon the can bottom caused through vibration is eliminated thus materially increasing the life of the can.

A further object is to provide a cam guide-rail in connection with a hooped seat of the holder, whereby the handle of the oil-can is automatically deflected or brought to a uniform seating position relative to said holder and thus the operator can instinctively grasp the handle of the can when it is to be put into use. By the above provision it will also be understood that should the holder be attached at the center of the boiler-head the cam guide-rail would be arranged to deflect the handle forwardly so as to be at the farthest point from the heat influence and if the holder is placed at either side of the boiler head the said guide-rail would sweep to the right or left so as to assume the position farthest from the heat that is radiated from said boiler-head. Thus the cam-rails of a set of holders would vary as to direction so that the temperature of the handle would at all times be low and the operator thereby would suffer no inconvenience when grasping the same.

With the above objects in view the invention consists in certain peculiarities of construction and combination of parts as hereinafter set forth with reference to the accompanying drawings and subsequently claimed.

In the drawings Figure 1 represents a front elevation of a can-holder embodying the features of my invention, the can-holder being shown with a standard oil-can fitted therein and having a cam-rail sweeping from left to right, whereby the handle is deflected to the right-hand side of said holder, holders having such cam-rails being designed for attachment to the right-hand side of the boiler-head of a locomotive; Fig. 2, a detailed sectional elevation of the same, the section being indicated by line 2—2 of Fig. 1; Fig. 3, a plan view of the holder with parts in section as indicated by line 3—3 of Fig. 1; Fig. 4, a detailed side elevation of the holder, and Fig. 5, a detailed front elevation of a holder provided with a right and left cam-rail, this form of the invention being designed for attachment to the central portion of a locomotive boiler-head.

Referring by characters to the drawings the can-holder comprises a skeleton frame in which 1 represents the looped upper terminal of a backbone formed from strands 2, 2′, of twisted wire. At the base of the backbone the strands are separated and spread in opposite directions, each being coiled as at 3, 3′, about a back-brace. The back-brace is rectangular in form having vertical legs 4, 4, that are connected by an upper reach portion 4′, the coils 3 of the backbone being wound about the intersecting points of the legs and reach of said back-brace. As shown in Fig. 1, strand 2 from its coil 3 extends forwardly and downwardly forming a spiral cam-rail 5 which constitutes a guide for the oil-can handle. The backbone strand 2′ is slightly curved downward from its coil 3′ and terminates in an ogee curve stop-rail 6. Both the ends of the back-brace, legs 4, 4, cam-rail 5 and stop-rail 6 each have looped ends 7, 7, 8, 8, respectively, which secure a hoop 9 that is rigidly suspended therefrom, the hoop being arranged to receive and encircle the bottom portion of the body A of an oil-can. The backbone is secured to a suspension bracket 10 by a means of a bolt 11, which bolt passes through an aperture in the bracket and between the twisted strands of said backbone, there being a channeled back-plate 12 socketed over the backbone rearward of the bracket, which back-plate is held in position by the bolt 11.

The bracket 10 is designed to be attached to or adjacent to the boiler-head and when a set of the holders are to be installed a

holder having a cam-rail which inclines from left to right is placed upon the right-hand side of the boiler-head, and a similar holder having a cam-rail inclining from right to left is placed upon the left-hand side of the boiler-head.

Still another form of holder such as shown in Fig. 5, may be attached to the central portion of the boiler-head and this holder, as illustrated, is provided with right and left cam-rails 5′, 5″, which cam-rails are arranged similar to the one previously described in connection with the form illustrated in Fig. 1, there being no stop-rail in this form of holder, the end of the wire strand 2′ being converted into a cam-rail which extends from right to left, the set of cam-rails terminating forwardly at an equal distance from a vertical line intersecting the center of the holder. By this arrangement when the oil-can is dropped into the holder its handle A′ will engage either of the cam-rails and thus as the oil-can falls to its seat said handle will cause a partial rotation of the can whereby the handle will be brought to a central front position, it being understood that the operator first inserts the end of the can-nozzle through the loop 1 of the backbone. It is apparent that should the can be inserted into a right-hand holder such as shown in Fig. 1, that the handle will engage the cam-rail and swing from left to right assuming a side position away from the heat influence of the boiler-head, it being apparent that the bottom of the can will socket within the hoop 9 and being thus suspended will not be subject to wear.

While I have described and shown the can-holder arranged to be applied in groups, it is apparent that the same can be used singly or in sets on locomotives, marine stationary and portable engines and steam shovels, etc. Furthermore it is apparent that the can-holder being in suspension will save breakage caused through tipping over of the can. Economy in oil will also result due to the fact that the can-holder may be placed near to or away from the heat of the boiler according to weather and other conditions, whereby the oil is kept at a usable temperature without affecting the same by overheat or extreme cold, in cold weather the holder being placed adjacent to the heat so that it is possible to use it without stopping to heat the same at the instant it is desired to oil. Thus there is great economy in the use of oil by employing these holders, this economy being equal to or more important than the economy in saving upon the wear of cans, the said holders being grouped in sets or suspended singly upon the boiler-head, cab-wall, or any part of an engine room or engine to suit requirements of the service.

I claim:

1. An oil-can holder comprising a back-brace, a can-body retaining-hoop, a cam guide-rail connecting the hoop and back-brace, a backbone extending from the back-brace, the backbone terminating with a can-nozzle retaining loop, and securing means for the holder.

2. An oil-can holder comprising a rectangular back-brace, a hoop secured to the ends of said back-brace, a cam-guide rail extending from the back-brace to the hoop, a backbone extending from the back-brace, the backbone terminating with a can-nozzle retaining-loop, and a bracket carried by said backbone.

In testimony that I claim the foregoing I have hereunto set my hand at Milwaukee in the county of Milwaukee and State of Wisconsin in the presence of two witnesses.

ISAAC R. JOHNSON.

Witnesses:
GEO. W. YOUNG,
MARY DOWNEY.