Aug. 24, 1948. F. ROGERS 2,447,771

WATER BAG BRACKET

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Fig 1

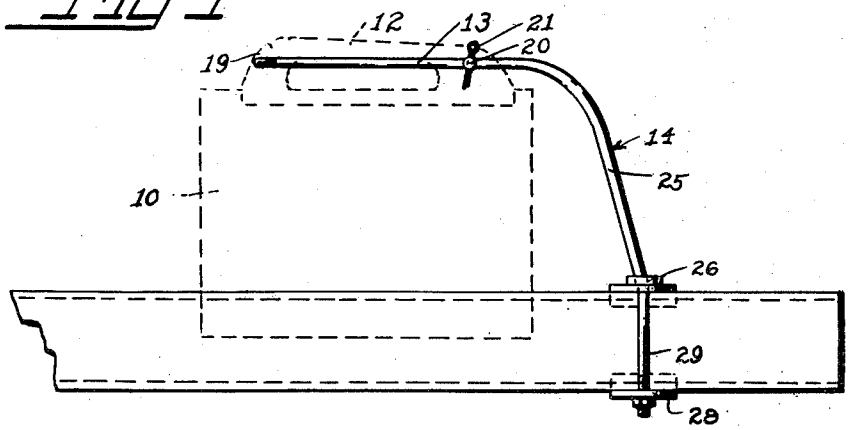


Fig 2

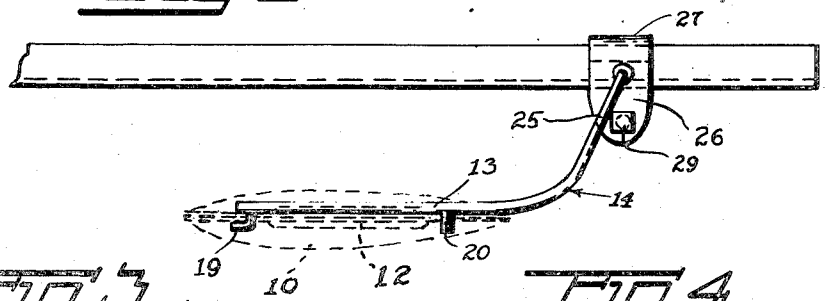


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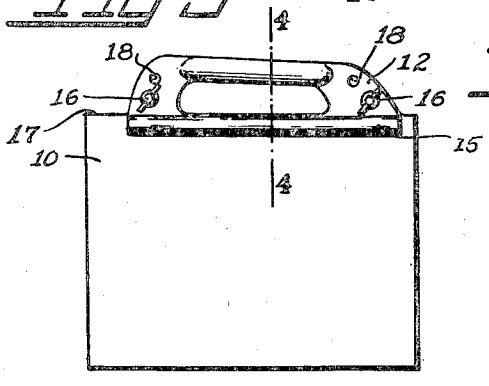


Fig 4

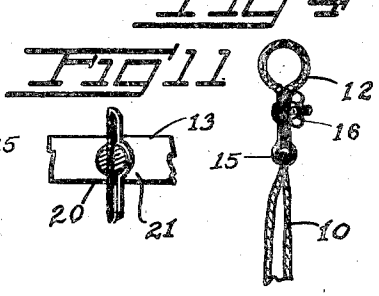


Fig 11

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WATER BAG BRACKET

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Fig 5

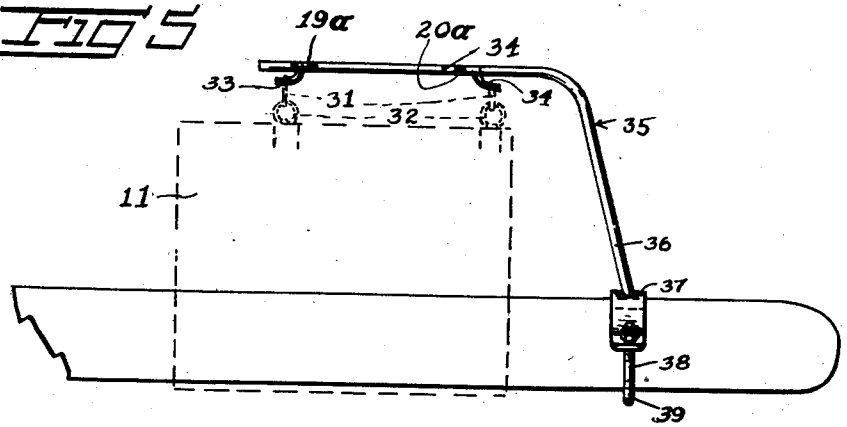


Fig 6

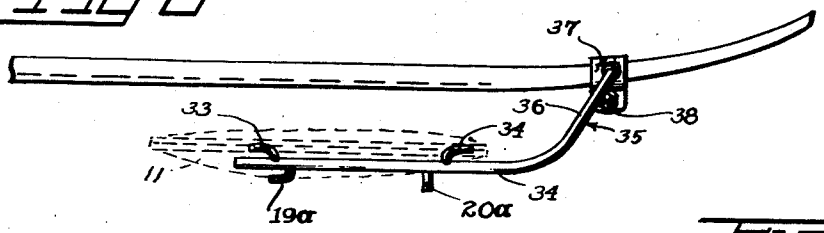


Fig 7

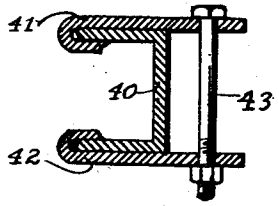


Fig 8

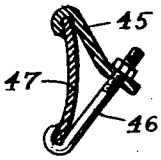


Fig 9

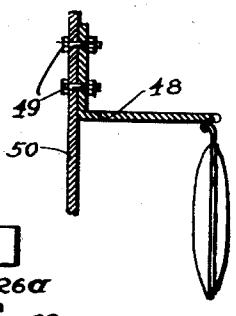


Fig 10

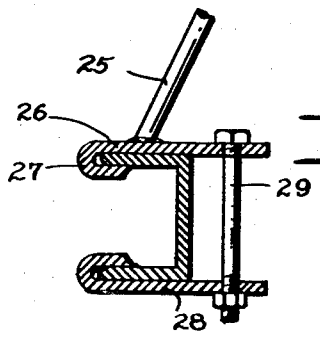


Fig 12

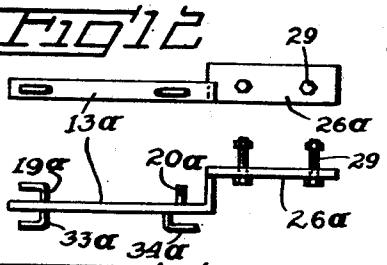


Fig 13

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WATER BAG BRACKET

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7 Claims. (Cl. 224—29)

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The purpose of my invention is to furnish a water bag hanger as a practical means of carrying a drinking water bag on motor cars, commercial vehicles, farm tractor machines or any other machines or structures where such a device is needed. Formerly, the bag was hung on bumpers, door handles, radiator caps, bolts, or any protruding object at hand.

Consequently, the bag was often lost or damaged if it came in contact with some obstructions. For this reason many people do not now attempt to carry a water bag. In my water bag hanger the answer is found to this problem providing a very simple and inexpensive means for carrying the water bag on all kinds of vehicles or structures where such means is desired.

It is generally known that a water bag must hang free to swing in the air to give satisfactory results, otherwise the bag might be torn spilling the water or damage paint or finish on vehicles.

With this thought in mind, I have designed my hanger for carrying water bags in free suspension, the same being illustrated in the accompanying drawing in which;

Figure 1 is a front elevation of my hanger in position on a car bumper for bags with metal handle;

Figure 2 is a top plan view of Figure 1;

Figure 3 is a front view of a water bag with a metal handle serving the double purpose of closing the bag and suspending it on the hanger;

Figure 4 is a section on a plane along line 4—4 of Figure 3;

Figure 5 is a front elevation of a water bag with a rope handle;

Figure 6 is a top plan view of a modified form of hanger for use with bags having a rope handle;

Figures 7, 8, 9 and 10 are cross sections showing respectively modified forms of clamping devices for the hanger;

Figure 11 a detail of a cotter pin for holding the bag; and

Figures 12 and 13 side views and top plan views respectively of a horizontally directed supporting arm.

In the drawings like numerals relate to the same details in the different figures.

Numeral 10 in general is a waterbag with a metal handle for closing it and suspending the bag on the hanger, and numeral 11 in general is a waterbag having a rope handle serving the same purpose.

In Figures 1 to 4 the water bag 10 is suspended to hang freely by means of its metal handle 12 from the straight arm 13 of the hanger 14. This

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metal handle consists of two metal plates formed with two gripping jaws 15 at the bottom edge between which the top edges of the bag 10 are pressed together to wholly or partly close its opening upon the tightening of the wing nuts 16. The handle may be slightly shorter than the width at the top of the bag, so that water may be poured from the small opening left as at 17 without detaching the handle from the bag.

This handle 12 is provided with two round eyelets or holes 18, one at each end for engaging an outwardly bent hook 19 on the arm 13 and the other hole engaging a straight peg 20 at the other end of said arm 13, with a cotter pin 21 to hold the handle from slipping off.

It will be understood that by this arrangement the water bag may be detached from the hanger arm by simply removing the cotter pin 21 and slipping the handle 12 first off the peg 20 and then from the hook 19. If the wing nuts 16 are not unscrewed, the handle 12 will still close the top of the bag 10 with the exception of the small opening at 17, through which water may be poured out by tilting the bag 10.

The hanger 14 has a main shank 25 forming a downward connection between the arm 13 and the foot 26, which is preferably provided with a hook 27 for engaging the edge of a bumper or similar fixture on a vehicle. The other end of the foot has an aperture for a screw bolt and nut 29 for tightening the holder on said fixture, either directly or through the intermediary of a hooked clamp plate 28.

It is of importance that the shank 25 is bent forward enough and has sufficient length to insure that the freely suspending bag 11 does not hang below road clearance of vehicle or cannot swing back to hit the bumper or other fixture.

Referring now to Figures 5, 6 and 7 wherein the waterbag 11 is shown with a rope handle 31 tied to a pair of eyelets consisting of loops or metal rings 32 sewn fast at the top of the bag, which is open all the time. By means of these eyelets or rings 32 the bag can be freely suspended from two opposing hooks 33 and 34 bent backward under the straight arm 34 of the metal hanger 35. Both of these hooks are directed outwardly away from each other in order to have a better hold on the water bag 30.

This hanger 35 has a main shank 36 forming a connection between the horizontal arm 34 and the hooked foot 37 has an aperture for holding a clamping bolt 38 with nut for tightening the foot on such fixture. For this reason the free end of

the bolt may be hooked as at 39 for engaging another edge of the fixture.

In Figure 7 is shown a modification of the foot or bracket for clamping the hanger to a bumper or to other channel bar 40 using two hooked clamping plates 41, 42 with a connecting bolt 43.

The arm 34 may be provided with a pair of other pegs 19a and 20a on one side, so that this arm may carry either or both kinds of bags with metal or rope handles.

Figure 8 shows a hooked clamping plate 45 carrying a hooked bolt 46 for securing a hanger to a curved plate 47 and in Figure 9 is shown the manner of clamping a hanger 48 by bolts 49 to a flat wall 50 of a vehicle body.

Figure 10 is a section of a modification of the foot in Figure 1.

Figure 11 shows an improved cotter pin having one leg 55 going straight thru the peg 20 while the other leg 56 is bent around the outer face of the peg.

In Figures 12, 13 numeral 13a denotes a supporting arm running horizontally from its foot 26a which in this case is flat and held fast by bolts 29a to a straight side or bar on the vehicle. The arm 13a is provided with pegs 33a and 34a for rope handle bags and on the other side with pegs 19a and 20a for metal handle bags.

The term "water bag" in the claims is intended to include bags adapted for transporting other liquids such as oil, paint, milk or refreshments.

It is to be understood that the invention as herein disclosed may be varied from the details described and shown without departure from the spirit of the subjoined claims.

I claim:

1. A hanger for suspending a water bag in a fixed position on a vehicle, comprising a substantially horizontal arm, means for detachably but firmly securing the water bag to the arm for suspension therefrom, a downwardly directed shank integral with said arm, a foot unit secured to the lower end of said shank, and clamping means including said foot as an element for securely attaching the unit on said fixed portion of the vehicle.

2. A hanger as described in claim 1, wherein said suspending means consists of pegs projecting sideways from said arm and adapted to engage in eyelets on a handle on said bag.

3. A hanger as described in claim 1, wherein said suspending means consists of pegs projecting sideways from said arm and adapted to engage in eyelets on a handle on said bag, said pegs being adapted for cooperation one with another to retain the bag suspended on said arm.

4. A hanger as described in claim 1, wherein said suspending means consists of pegs projecting sideways from said arm and adapted to engage in eyelets on a handle on said bag, one of said pegs being straight, a cotter pin carried by the said one peg, the second peg being formed as a hook bent away from said straight peg.

5. A hanger as described in claim 1, wherein said suspending means consists of pegs projecting sideways from said arm and adapted to engage in eyelets on a metal handle on said bag, one of said pegs being straight, a cotter pin carried by the said straight peg, the second peg being formed as a hook bent away from said straight peg, said attaching means including a bent back lip on said foot for gripping said fixed portion of the vehicle and a clamping plate with tightening bolt for securing them together.

6. A hanger as described in claim 1, wherein said suspending means consists of pegs projecting sideways from said arm and adapted to engage in eyelets on a rope handle on said bag, said pegs being adapted for cooperation with one another to retain the bag suspended on said arm.

7. A hanger as described in claim 1, wherein said suspending means consists of pegs projecting sideways from said arm and adapted to engage in eyelets on a rope handle on said bag, said pegs being adapted for cooperation with one another to retain the bag suspended on said arm, said attaching means including a bent back lip on said foot for gripping said fixed portion of the vehicle and a clamping bolt with a hooked end for securing the foot rigidly on said vehicle portion.

FRANK ROGERS.

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The following references are of record in the file of this patent:

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