

July 6, 1926.

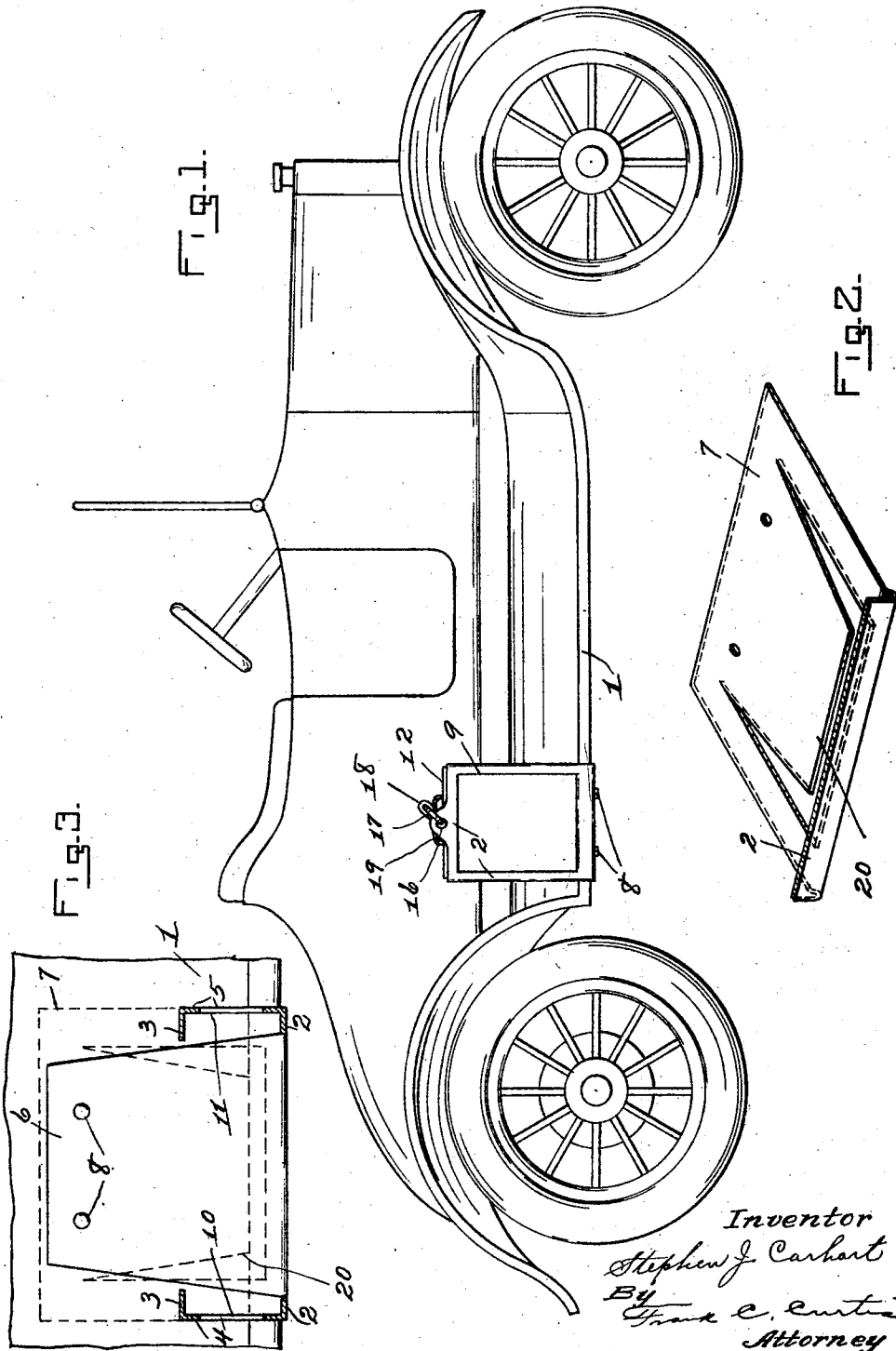
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S. J. CARHART

OIL CAN CARRIER

Filed April 28, 1924

3 Sheets-Sheet 1



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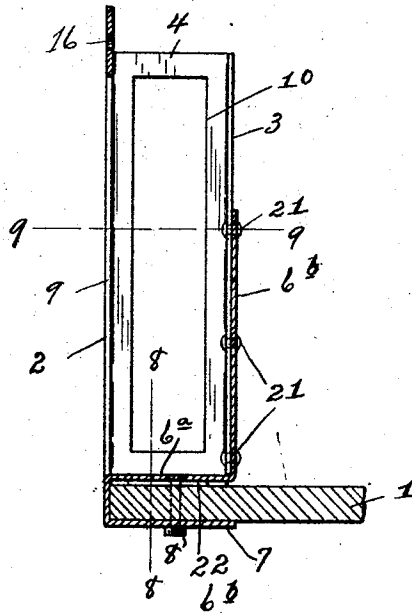


Fig. 7.

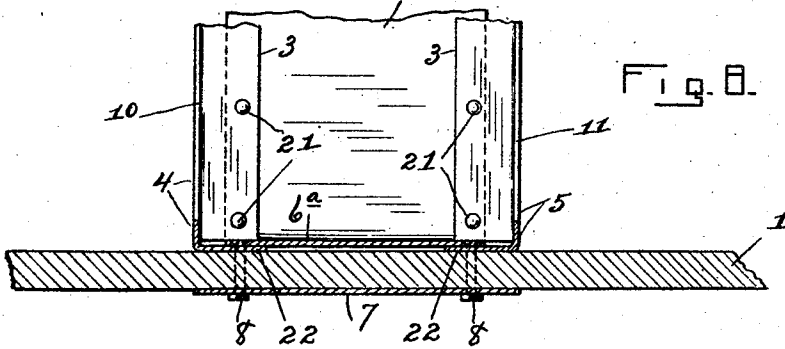


Fig. 8.

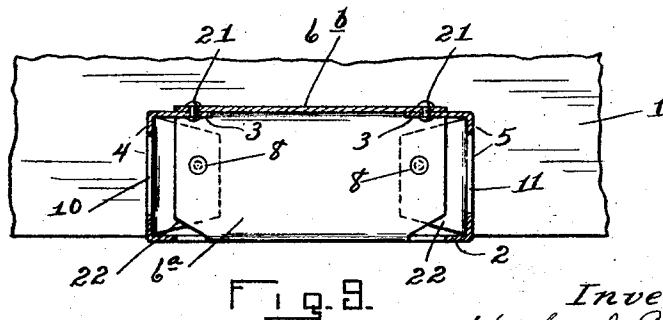


Fig. 9.

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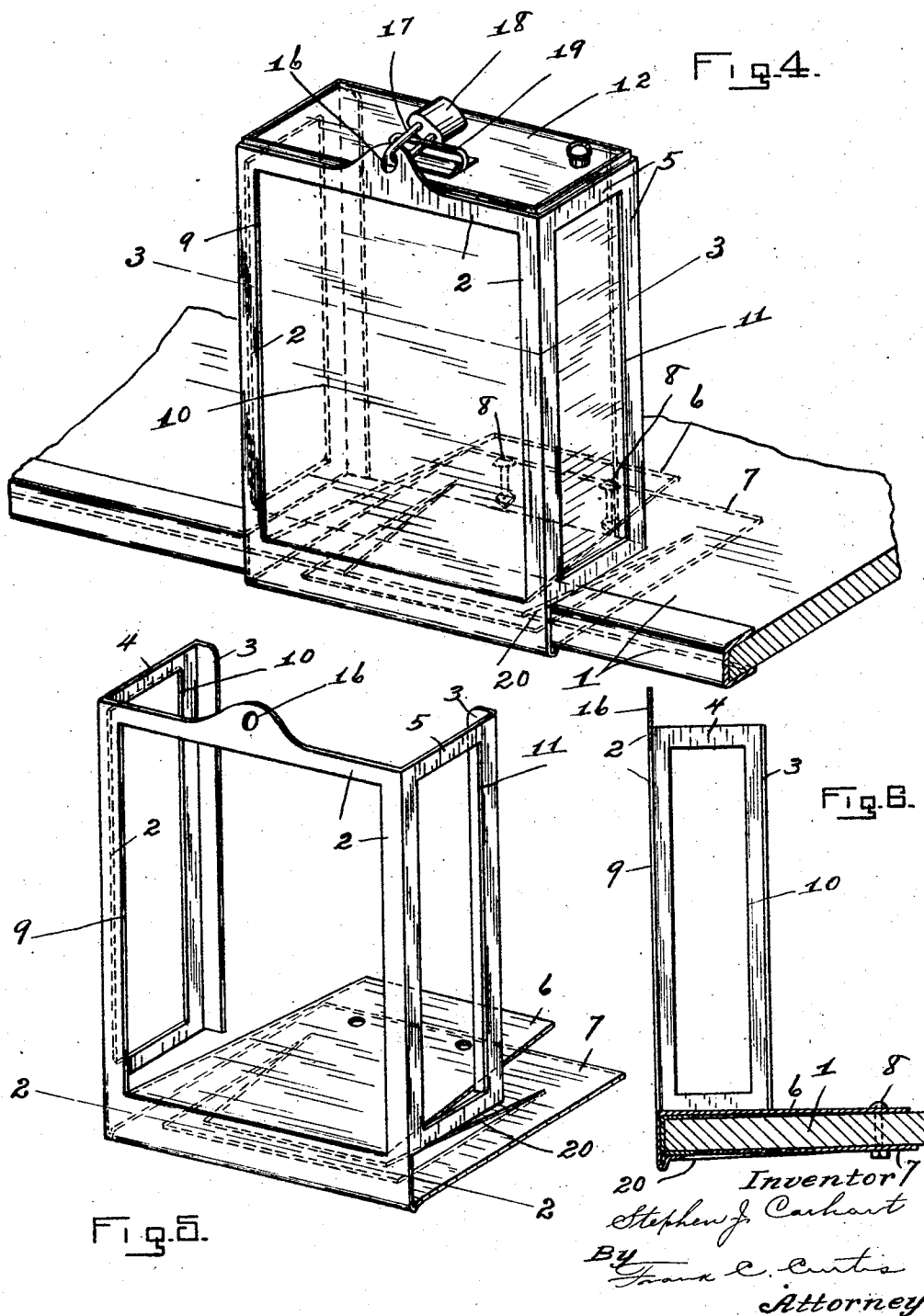
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OIL CAN CARRIER

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3 Sheets-Sheet 2



Patented July 6, 1926.

1,591,279

UNITED STATES PATENT OFFICE.

STEPHEN J. CARHART, OF WATERVLIET, NEW YORK.

OIL-CAN CARRIER.

Application filed April 28, 1924, Serial No. 709,396.

Reference may be had to the accompanying drawings, and the reference characters marked thereon, which form a part of this specification. Similar characters refer to similar parts in the several figures therein.

The principal object of the invention is to provide a holder or carrier for a can of oil or the like which can be readily attached to the running-board of an automobile.

Other objects of the invention will appear in connection with the following description.

Fig. 1 of the drawings is a view in side elevation of an automobile showing an oil-can-carrier attached to the running-board.

Fig. 2 is a view in perspective of the lower member of the base of the carrier, other parts of the carrier being broken away along the broken line 2—2 in Fig. 5.

Fig. 3 is a horizontal section of the device taken on the broken line 3—3 in Fig. 4.

Fig. 4 is a view in perspective showing the carrier mounted upon a broken-away portion of the running-board with a can locked within the carrier.

Fig. 5 is a view in perspective of the carrier detached from the running-board.

Fig. 6 is a vertical section taken transversely through the running-board centrally of the carrier mounted thereon.

Fig. 7 is a view similar to Fig. 6 showing a modified form of carrier embodying the invention.

Fig. 8 is a vertical section of the same taken longitudinally of the running-board on the broken line 8—8 in Fig. 7.

Fig. 9 is a horizontal section of the same taken on the broken line 9—9 in Fig. 7.

Referring to the drawings wherein the invention is shown in preferred form, I have shown my improved oil-can-carrier mounted upon the running-board, 1, of an automobile.

The carrier comprises a rectangular frame including a front wall, 2, a rear wall, 3, and end walls, 4 and 5, erected from a forked-base having an upper member, 6, and a lower member, 7. The fork thus formed is adapted to embrace or engage the running-board, 1, upon which the carrier is secured by means of bolts, 8, inserted through aligned apertures in the two base members, 6 and 7 and the intervening running-board, 1, as shown in Fig. 6.

The carrier is preferably formed, as shown in Fig. 5, of a single plate of sheet

metal, the front wall, 2, being formed by bending the sheet metal upwardly at right angles from the lower base member, 7, the end walls, 4 and 5, being formed as wings bent at right angles from the front wall, 2 and the rear wall, 3, being formed by flanges bent inwardly at right angles to the respective end walls, 4 and 5.

The front and end walls are preferably formed with openings, 9, 10 and 11, the sheet material being entirely removed from the openings, 10 and 11, but the material from the opening, 9, being left attached at its lower end to the front wall, 2, and bent back therefrom at right angles to form the upper base member, 6.

The frame thus formed is of general rectangular form, and forms a receptacle or carrier for an oil-can, 12, or the like, which can be inserted and removed through the upper open end of the frame.

The front wall, 2, of the frame is provided with an opening, 16, adapted to receive the bow, 17, of a padlock, 18, one member of which bow can be passed through the wire handle or bale, 19, on the can, 12, thus locking the can to the carrier.

I prefer to form the lower base member, 7, with a spring-tongue, 20, adapted to yieldingly bear upon the underside of the running-board, 1, and tending to prevent vibration and rattling of the carrier upon the running-board.

In Figs. 7, 8 and 9, I have shown a modified form of carrier embodying the invention.

The upper base member, 6^a, is extended and bent upwardly at right angles to form a back-plate, 6^b, lapping on the outer side, and connecting together, the rear wall flanges, 3—3, to which the back-plate is connected by rivets, 21.

The back-plate, 6^b, serves to tie together the rear wall flanges, 3, adding to the rigidity of the carrier frame.

Extensions of the lower end of the end walls, 4 and 5, are bent inwardly at right angles to form flanges, 22, interposed between the top of the running-board and the upper base member, 6^a, as shown in Fig. 8, the attaching bolts, 8, passing through aligned apertures in the running-board, upper base member, 6^a, lower base member, 7, and the respective flanges, 22, this construction serving also to reinforce or strengthen the carrier-frame.

I do not wish to be limited to the constructions shown and above described, as, for certain purposes of the invention, various changes may be made in the form and arrangement of various parts of the device without departing from the spirit of the invention.

What I claim as new and desire to secure by Letters Patent is—

- 10 1. A device of the class described including a base forked to receive a running board or the like, and having means whereby it can be secured to said board, and a rectangular frame extending upwardly from said
15 base, said frame being open at the top, and a wall of said frame being provided with an aperture adapted to receive the bow of a padlock, inserted through a locking member on an article enclosed by said frame.
- 20 2. A device of the class described including a base forked to receive a running board or the like, and having means whereby it can be secured to said board, the lower member of said base being formed with an upwardly inclined spring tongue, and a rectangular frame extending upwardly from
25 said base, said frame being open at the top, and a wall of said frame being provided with an aperture adapted to receive the bow of a padlock, the members of said base and
30 frame being formed of an integral piece of sheet metal.

3. A device of the class described including a base forked to receive a running board
35 or the like, and having means whereby it can be secured to said board, and a rectangular

lar frame extending upwardly from said base, said frame being open at the top, and a wall of said frame being provided with an aperture adapted to receive the bow of a
40 padlock, the end members of said frame being formed at their lower ends with flanges underlying the upper member of the base.

4. A device of the class described including a base forked to receive a running board
45 or the like, and having means whereby it can be secured to said board, and a rectangular frame extending upwardly from said base, said frame being open at the top and a wall of said frame being provided with an
50 aperture adapted to receive the bow of a padlock, the end members of said frame being formed at their lower ends with flanges underlying the upper member of the base, said flanges and the members of the
55 base being provided with aligned bolt apertures.

5. A device of the class described including a base forked to receive a running board
60 or the like, and having means whereby it can be secured to said board, and a rectangular frame extending upwardly from said base, said frame being open at the top, and a wall of said frame being provided with an aperture adapted to receive the bow of a padlock, the upper member of said base being
65 extended upwardly and secured to the neighboring wall of said frame.

In testimony whereof, I have hereunto set my hand this 2nd day of February, 1924.

STEPHEN J. CARHART.