Oct. 30, 1928. 1,689,436

C. S. HODGE

WATER BAG CARRIER

Filed Feb. 23, 1927

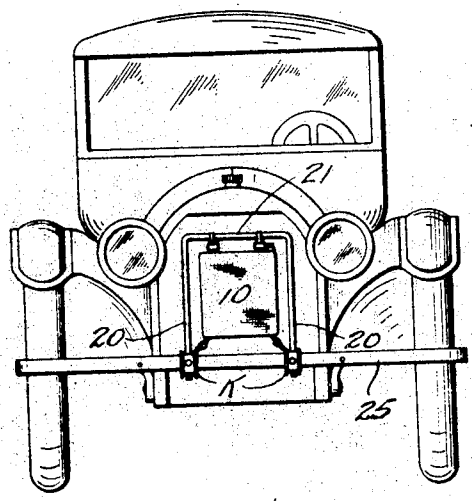



FIG. 1.

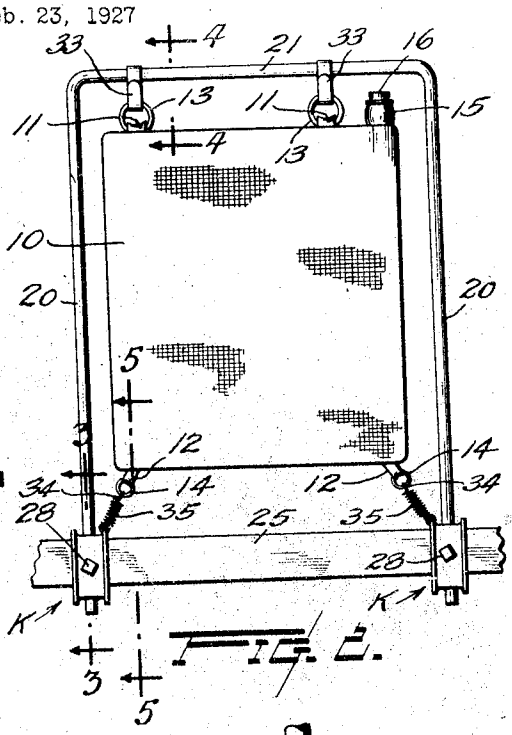



FIG. 2.

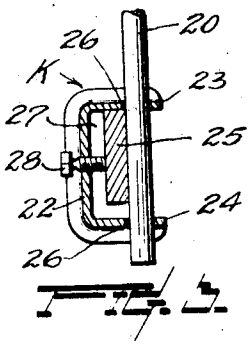



FIG. 3.

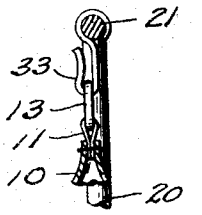



FIG. 4.

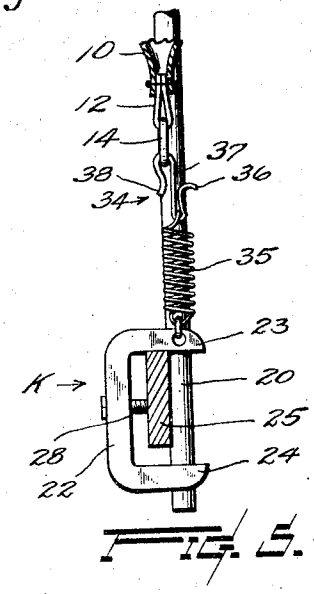



FIG. 5.

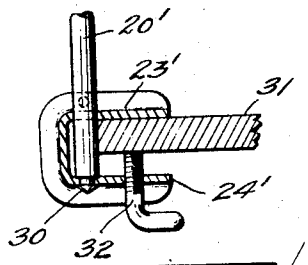



FIG. 6.

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# UNITED STATES PATENT OFFICE.

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## WATER-BAG CARRIER.

Application filed February 23, 1927. Serial No. 170,147.

This invention relates to a water-bag carrier for an automobile.

An object of the invention is to provide an improved device of this character which is adapted to be detachably connected to a car in position to expose the bag to the cooling action of currents of air which are set in motion by the travel of the car. Another object is to provide a carrier for a water-bag and from which the latter is readily separable and when attached to the carrier the bag is securely held in place.

The invention is illustrated in the accompanying drawing, in which,—

Figure 1 is a front elevation of an automobile, showing the device applied to the bumper; Fig. 2 is a detail front elevation of the device as shown in Fig. 1, with a part of the supporting bumper; and Figs. 3, 4 and 5 are detail sectional views on lines 3—3, 4—4 and 5—5 of Fig. 2. Fig. 6 is a fragmentary detail transverse vertical sectional view illustrating a modified construction of a post connection suitable for attaching the carrier to the running board of an automobile.

In said drawing, the reference numeral 10 represents a water-bag made of canvas or other suitable fabricated material, and provided at or near its corners with tabs 11 and 12 whereby metal rings 13 and 14 are secured to the top and bottom of the bag respectively. Also provided at the top of the bag is a metal spout 15 for which is provided a stopper 16. The above described bag is or may be similar to others hitherto in use.

The present invention comprises a frame of greater width than said bag, of substantially the shape of an inverted capital letter U, having parallel side or post elements 20 extending downwardly at approximately right angles from a horizontal bar element 21. Mounted upon the frame posts 20 are clamps K for securing the frame to the support. Each of said clamps is of substantially the shape of a capital letter C having a vertical back element 22 from the upper and lower ends of which extend arms 23 and 24 at right angles to the back 22.

For applying the frame to a support such as the bumper 25 of a car, the arms 23 and 24 are provided near their outer ends with apertures 26 to receive the respective frame post, as shown in Fig. 3, to provide with the clamp a quadrilateral opening 27 to receive the bumper. 28 is a set screw extending through a threaded hole in the clamp back and bearing against the bumper 25 acts to draw the frame against the latter to frictionally secure the respective clamp to a frame post and the frame to the bumper.

When the frame is to be secured to a step or ledge support as, for instance, the running board of an automobile, the clamp is formed as shown in Fig. 6, wherein each frame post, as $20^1$, extends through the upper arm $23^1$ and is secured to the lower arm $24^1$ by riveting the post thereto as at 30, the running board 31 extending into the clamp, which is secured to the running board by means of a binding screw 32 taking in a threaded hole in the arm $24^1$ and bearing against the under surface of the running board.

33 represents hooks mounted upon the frame bar 21 and engageable with the attaching rings 13, the other bag attaching rings 14 are each connected by means of hooks 34 and coil springs 35 which are connected to a flange element of the respective clamps. The hooks 34 are provided with finger engaging elements as 36 (Fig. 5) disposed at the opposite side of the respective hook shank 37 from the hook bill 38 whereby the spring is conveniently elongated to permit the hook to be engaged with an attaching ring 14 or be disengaged therefrom.

By having the spring connectors of the bag connected to the clamps, the bag is subjected to downwardly diverging stresses which tend to maintain the bag in a substantially vertical plane.

The manner of detachably securing the frame to a support—as the bumper 25 or the runningboard 31—will be understod from an inspection of Figs. 3 and 6, respectively.

A bag 10 is connected to the carrier, within the frame 20—21, by first catching the rings 13 in the hooks 33 whereby the bag is suspended from the frame bar 21, and finally engaging the hooks 34 to the rings 14 of the bag. The springs 35 by which the last named hooks are connected to the frame serve to maintain the bag in a practically vertical position, and insure the bag being stretched or extended to expose a maximum surface to the external atmosphere, and accommodate different sizes of the bag according to the amount of its distension by the water it carries.

In practice, the carrier should be applied to a part of an automobile to have the bag in

a position exposed to air currents created by the travel of the vehicle.

It may be said that the material of the bag should be thoroughly saturated with water before being filled and attached to the carrier, otherwise there is a possibility of the water contents failing to percolate through the bag wall to be evaporated into the external atmosphere to effect the cooling of the bag and its contents.

The invention and the manner of using the same will be understood from the foregoing description.

What I claim, is,—

1. A water-bag carrier for an automobile, said carrier comprising a frame of substantially the shape of an inverted capital letter U, devices mounted upon the side elements of the frame, set screws engaging the devices for securing the devices in adjusted positions to the frame and securing the latter in a vertical position to the automobile, hooks depending from the bar element at the top of the frame for suspending the bag, hooks detachably engageable with the bottom of the bags, and springs connecting the last named hooks with said devices.

2. An automobile water-bag carrier comprising a frame, devices mounted on the frame and adapted for adjustably securing the frame to an automobile, bag engaging means connected to the top of the frame, and bag engaging means connecting the bottom of the bag to the frame securing device, each of said last named means including a spring, the top and bottom bag engaging means cooperating with each other for securing the bag within the frame and permitting the removal of the bag from the frame.

Signed at Seattle, Washington, this 18th day of January, 1927.

CHARLES S. HODGE.