No. 671,771. Patented Apr. 9, 1901.

G. A. MACKER.

TOOL CARRIER FOR VEHICLES.

(Application filed June 21, 1900.)

(No Model.) 2 Sheets—Sheet 1.

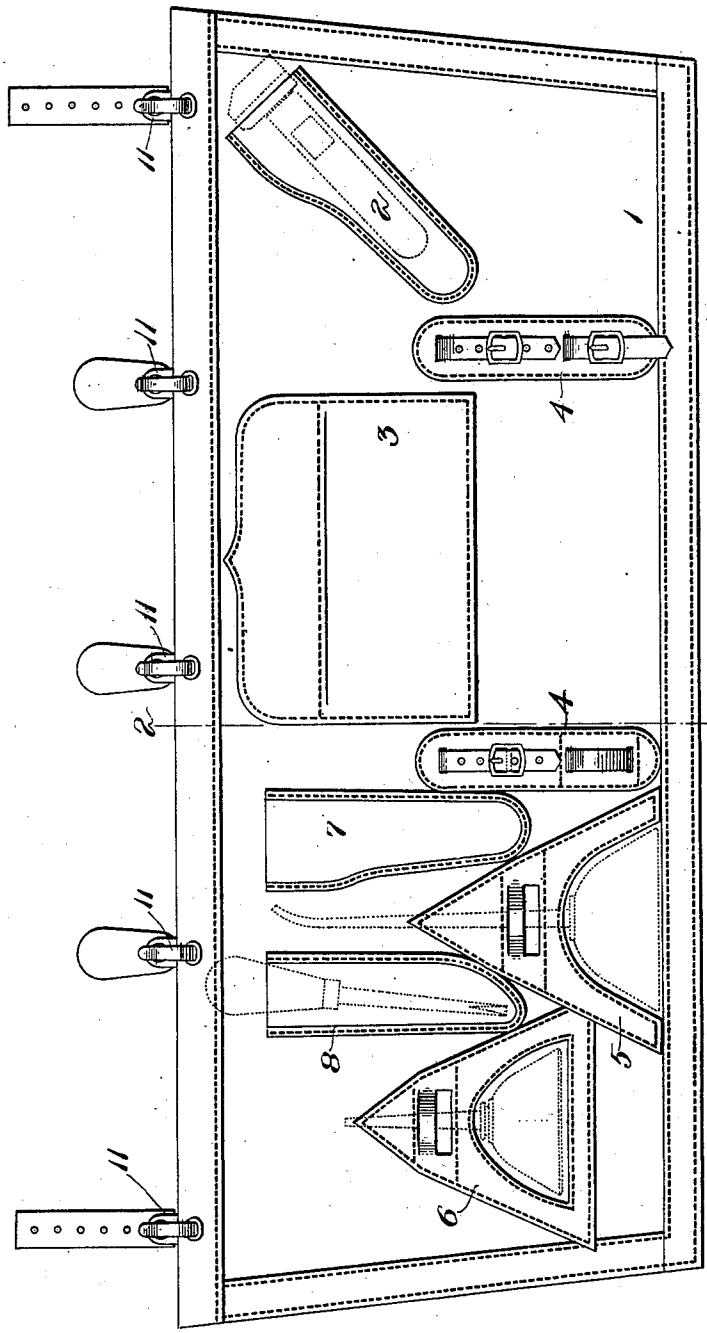


Fig. 1.

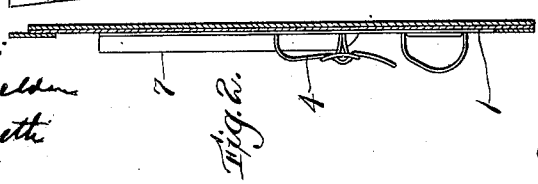


Fig. 2.

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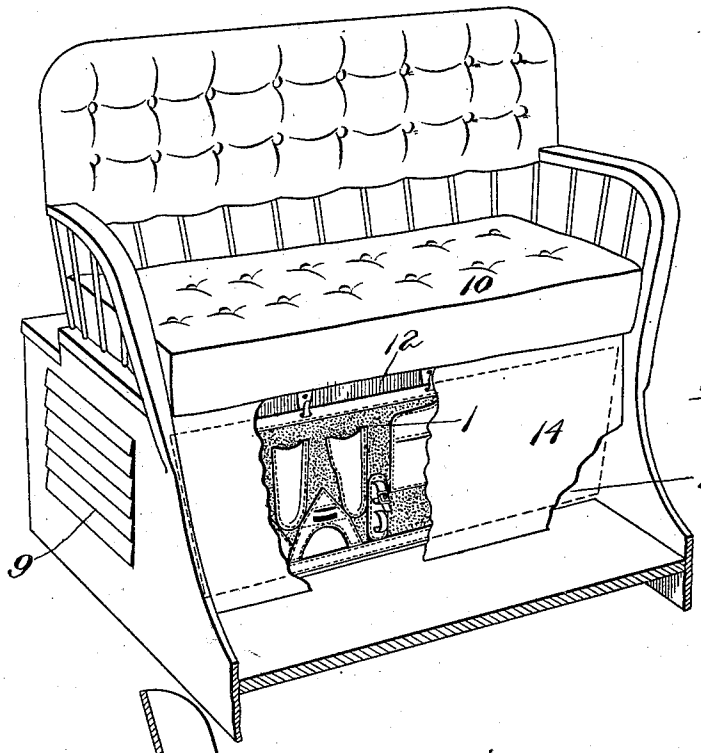


Fig. 3.

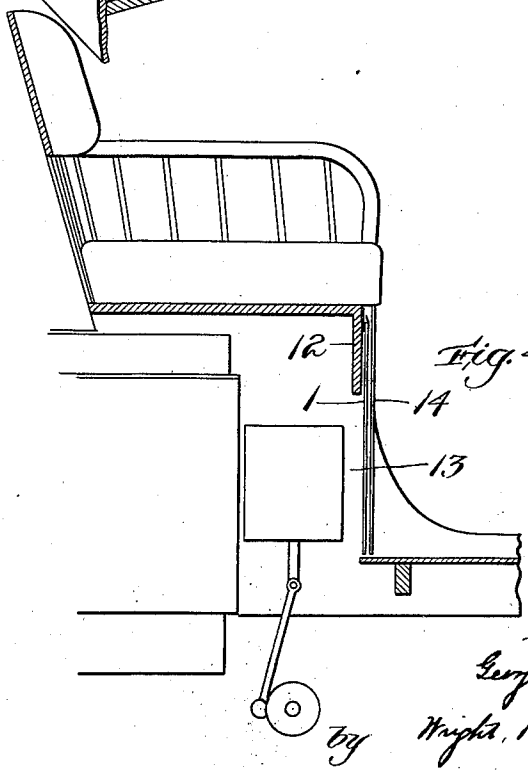


Fig. 4.

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UNITED STATES PATENT OFFICE.

GEORGE A. MACKER, OF WESTBORO, MASSACHUSETTS, ASSIGNOR TO THE LOCOMOBILE COMPANY OF AMERICA, OF NEW YORK, N. Y.

TOOL-CARRIER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 671,771, dated April 9, 1901.

Application filed June 21, 1900. Serial No. 21,090. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. MACKER, of Westboro, in the county of Worcester and State of Massachusetts, have invented certain new and useful Improvements in Tool-Carriers for Vehicles, of which the following is a specification.

This invention relates to road-vehicles, and particularly to those of the motor-propelled type, on which it is generally desirable to carry a supply of tools or appliances for the adjustment and lubrication of the motor and vehicle parts.

It is the object of the present invention to provide a tool-carrier for vehicles of this class which shall occupy but little space and shall be so located on the vehicle as not to form an obstruction, but to be readily accessible and also to be concealed when not in use.

Of the accompanying drawings, Figure 1 represents a front elevation of a tool-carrier constructed in accordance with my invention. Fig. 2 represents a section thereof on the line 2 2 of Fig. 1. Fig. 3 represents a partial perspective view of a motor-vehicle equipped with the tool-carrier. Fig. 4 represents a longitudinal sectional view of part of the vehicle and the tool-carrier.

The same reference characters indicate the same parts in all the figures.

My improved tool-carrier I make in the form of an apron or flap 1, constructed, preferably, of a flexible material and provided on its face with a series of pockets or holders 2 3 4, &c., adapted to hold various tools and appliances relating to the repair, adjustment, or lubrication of the carriage. It will be noted that this carrier is distinct from a pouch or bag for holding tools in that the tool-holders are distributed singly upon a flat surface and will therefore take up length and breadth, which is usually available in situations which I shall presently describe, but will take up but very little thickness, which is usually non-available. In locating the tool-carrier upon a vehicle such as a motor-carriage I prefer to suspend the carrier from its upper edge upon the vehicle-body 9, just below the front edge of the seat 10 of said vehicle, the suspension being by means of a series of separable fasteners 11 11, one member of each fastener being attached to a cross sill or part 12 of the vehicle-body frame and the other member being located upon the apron 1. In this way the carrier is held in place in such manner as to be readily removed when it is desired to remove it. In the particular illustration given herewith the apron 1 is suspended in front of an opening or space 13 in the vehicle-body, which is left for the purpose of giving access to the motive apparatus of the vehicle. Heretofore it has been the practice to provide a flap or curtain 14 for the purpose of covering this space, said curtain being secured along its upper edge to the cross-sill 12 and adapted to be thrown upwardly or aside to give access to the motor parts. I prefer to retain this curtain 14 in connection with my invention, since it serves to cover up or conceal the tool-carrier, thus avoiding any unsightly appearance which said carrier might impart, besides protecting the tools in the carrier and protecting the occupants of the carriage from contact with the tools. When it is desired to have access to the motor parts, both the curtain 14 and carrier 1 may be thrown upwardly, or, if desired, the carrier 1 may be temporarily removed.

The curtain 14 may be thinner or of lighter weight than usual without risk of being forced through the opening under the seat by air-pressure or otherwise blown about, for the reason that the thickness and weight of the carrier or apron 1 and the weight of the tools carried by it cause said carrier or apron to remain practically stationary against all air-currents and to act as a backing for the curtain 14. If the curtain 14 is dispensed with, the carrier 1 may be hung from the cross-sill, with the pockets or holders at the rear, so as to be out of sight, but adapted to be brought into accessible position by turning the carrier up over the seat. When hanging across the opening 13, its weight and that of the tools or appliances will prevent it from being drawn through said opening.

I claim—

1. A vehicle-body having a seat and provided with an opening under said seat and having a tool-carrier comprising a flexible

apron or flap adapted to hang across said opening and having a series of holders for tools or appliances.

2. A vehicle-body having a seat and provided with an opening under said seat and having a tool-carrier comprising an apron or flap adapted to hang across said opening and having a series of holders for tools or appliances, and a curtain depending from said seat in front of the tool-carrier.

3. A vehicle-body having a seat and provided with an opening under said seat and having a tool-carrier comprising an apron or flap detachably connected with the front edge of said seat and adapted to hang across said opening and having a series of holders for tools or appliances, and a curtain depending from said seat in front of the tool-carrier.

In testimony whereof I have affixed my signature in presence of two witnesses.

GEORGE A. MACKER.

Witnesses:

FANNIE H. BULLARD,

ADAMS F. BROWN.