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1,568,014

B. E. WATSON

AUTOMOBILE CARRIER

Filed April 18, 1925

Fig. 1.

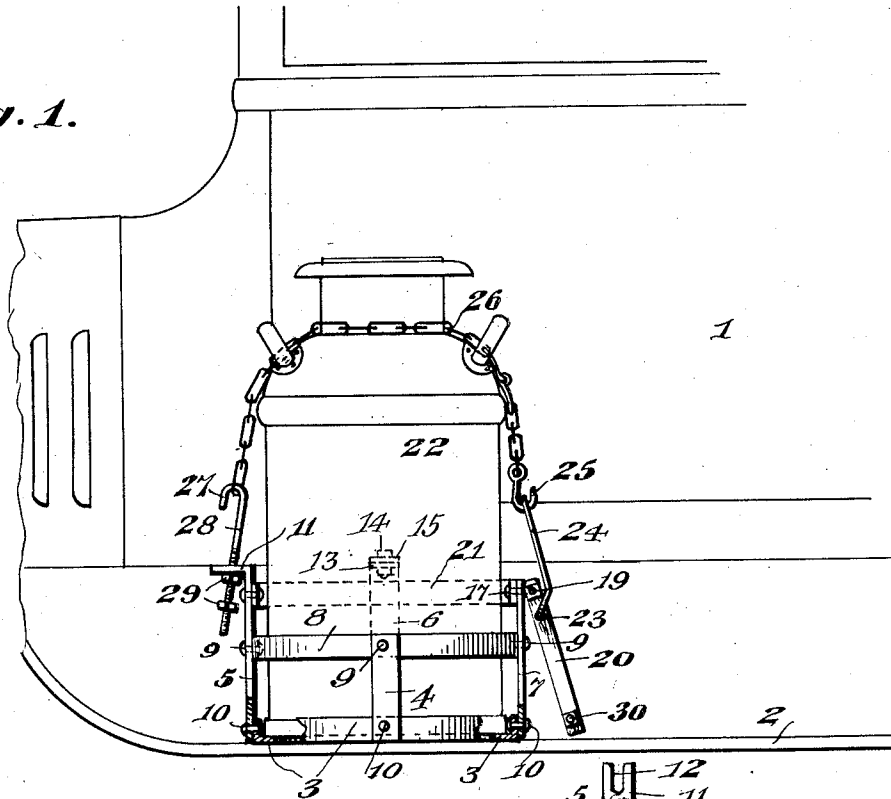


Fig. 4.

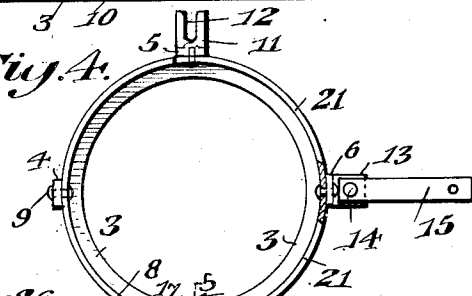


Fig. 2.

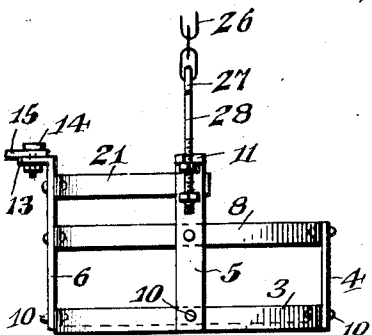


Fig. 3.

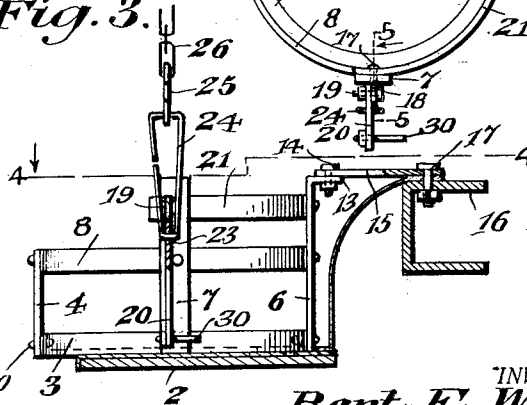
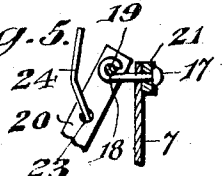


Fig. 5.



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BERT E. WATSON, OF GRAND ISLAND, NEBRASKA.

AUTOMOBILE CARRIER.

Application filed April 13, 1925. Serial No. 24,194.

To all whom it may concern:

Be it known that I, BERT E. WATSON, a citizen of the United States, residing at Grand Island, in the county of Hall and State of Nebraska, have invented certain new and useful Improvements in Automobile Carriers, of which the following is a specification.

This invention relates to carrying devices adapted to be applied to running-boards of automobiles and pertains particularly to be a device for carrying cans, such as milk or cream cans, in an upright and steady position.

The primary object of this invention is the provision, in a manner as hereinafter set forth, of a carrier in which cans of various sizes may be positioned and securely held against jostling or danger of falling from an automobile running-board.

Another object of the invention is the provision, in a manner as hereinafter set forth, of an automobile running-board can carrier having a locking means by which a can may be rigidly secured in upright position in the carrier.

A final object of the invention is the provision, in a manner as hereinafter set forth, of a carrier of the type described which will be of neat appearance, strong and durable, inexpensive to manufacture and quickly and easily applied to a running-board.

The invention will be best understood from a consideration of the following detailed description taken in connection with the accompanying drawing forming a part of this specification, with the understanding that the invention is not confined to any strict conformity with the showing of the drawing, but may be changed and modified so long as such changes and modifications mark no material departure from the salient features of the invention, as expressed in the appended claims.

In the drawing:—

Figure 1 shows the device embodying this invention in front elevation and applied to the running-board of a machine, and having a milk can therein.

Figure 2 is a side elevation of the carrier showing in detail a part of the can securing means.

Figure 3 is an elevation of the other side of the device showing a machine running-board and portion of the chassis frame in

cross-section to set forth the manner in which the carrier is applied.

Figure 4 is a section taken upon the line 4—4 of Figure 3, and looking down upon the device.

Figure 5 is a section taken upon the line 5—5 of Figure 4.

Referring now to the drawing in detail wherein like numerals of reference indicate corresponding parts throughout the several views, the numeral 1 indicates the side of a portion of an automobile having a running-board 2.

The device embodying this invention comprises an annular base portion 3 formed of angle iron as shown in Figure 1, one angle extending inwardly and the other extending vertically to provide a side to the base as shown. Secured in spaced relation circumferentially about the base 3 is a series of equidistantly spaced vertical members 4, 5, 6, and 7 respectively.

These members support above the base 3 an annular band 8 to the outer side of which they are secured by means of the rivets 9. The members are also secured to the outer sides of the base 3 by means of the rivet members 10.

As shown the member 4 extends only from the lower edge of the base to the upper edge of the band 8, and the only purpose of this member is to assist in holding the band 8 and the base 3 in spaced relation.

The upright 5 has its upper end turned outwardly at right angles as indicated at 11 and the right angle portion 11 is bifurcated as at 12. The purpose of this bifurcation will become apparent as the description of the device proceeds.

The member 6 like the member 5 also has its upper end turned outwardly at right angles as indicated at 13 and there is secured to this outturned portion 13 by means of a bolt 14, a brace bar 15 the outer or free end of which is adapted to be inserted between the body 1 of the automobile, and the chassis frame 16 thereof to which it is secured by means of the bolt 17. When the device is positioned upon the running-board 2 as shown, this brace member acts to prevent the same from movement thereupon.

The standard 7 has passed through its upper end the bolt member 17, the outer end of which is hooked as at 18, and through this hooked end there is passed a pivot bolt

19 which carries one end of a lock lever 20. The purpose of this lever will be described in the following paragraph. Secured to the uprights 5, 6 and 7, above the band 8, is a
 5 semicircular band 21 thus forming the basket or receptacle for the reception of the can 22 with the forward part of less height than the rear, as shown in several of the figures.

10 The locking arm 20 has an aperture 23 therethrough in which there is secured the elongated link 24, one end of which is engaged over a hook 25 carried by a chain 26. This chain engages at its other end the
 15 hooked end 27 of the bolt member 28, upon the straight threaded end of which there is carried a plurality of nuts 29.

When the device is in use, a can, such as a milk can indicated at 22, is placed in the
 20 carrier and the chain is passed through the handles of the can as shown, the neck of the bolt 28 being inserted in the bifurcated member 12 the nut 29, engaging the underside of the member as shown. The hook 25
 25 at the other side of the can is engaged in the link 24 and when the arm 20 is swung over and downwardly, the chain 26 will be drawn tight across the shoulders of the can, and the locking arm 20 by being swung
 30 with the lower end of the link 24 below the pivot point, will be held securely in position and will maintain the chain tight across the shoulders of the can, thus holding the can securely in position in the rack or basket.

35 The lower end of the lock lever 20 is provided with a laterally extending pin 30 which serves as a handle for the manipulation of the lever.

From the foregoing description it will be
 40 readily seen that a unique and serviceable can carrier has been provided for use in connection with automobile running-boards, a carrier which will be neat in appearance and strong and serviceable.

45 Having thus described my invention what I claim is:

1. A can carrier of the character described comprising, a circular receptacle including a series of spaced upright standards, certain of said standards having their upper
 50 ends outturned and one thereof having its outturned end bifurcated, a flexible securing element designed to pass over a can positioned in said receptacle, a connecting element on each end of said flexible element,
 55 one of said elements being adapted to engage said bifurcated end, a swinging arm pivotally attached to one of said standards, and a link carried by said arm and adapted
 60 to be engaged by the other of said elements, to draw said flexible element tight across said can when the swinging arm is moved downwardly.

2. In a can carrier of the character set forth, a can base receiving receptacle com-

prising a plurality of spaced vertical standards one of said standards being of less height than the other, a vertically spaced series of annular members secured to and retaining said standards in position, a substantially semi-circular band secured, to those standards of greatest height, means associated with certain of said standards of greater height for securing a can in said receptacle, and means carried by another of
 70 said standards of greater height for securing the receptacle in a fixed position.

3. A can carrier of the character set forth, comprising a circular receptacle having vertical side standards, the upper end of one of
 80 said standards being outturned and bifurcated, a vertically swinging locking arm pivotally secured at one end to an opposite standard, and a flexible element adapted to overlie the shoulder of a can positioned in the receptacle and having one end engaged in said bifurcated end and its other end connected to said arm adjacent its pivotal point, to be drawn taut when said arm is swung
 90 downwardly.

4. A can carrier of the character set forth, comprising a circular receptacle having vertical side standards, the upper end of one of said standards being outturned and bifurcated, a vertically swinging locking arm pivotally secured at one end to an opposite standard, a flexible element adapted to overlie the shoulder of a can positioned in the receptacle and having one end engaged in said bifurcated end and its other end connected to said arm adjacent its pivotal point, to be drawn taut when said arm is swung downwardly, and adjustable means carried by said element and engaging in
 105 said bifurcated end to adjust the tightness of said element across a can body.

5. A can carrier of the character set forth, comprising a receptacle formed of a series of superposed annular elements, a series of vertical spaced standards secured to said elements, certain of said standards having their upper ends outturned, one thereof being bifurcated, a locking arm pivotally secured at one end to a standard diametrically opposite to said bifurcated
 115 standard, a flexible securing element adapted to be passed over the shoulder of the can positioned in the receptacle, having one end engaged in said bifurcated standard and its other end connected to said arm, and means
 120 extending from the outturned end of said other standard for securing said receptacle in position on a running board of the vehicle.

6. A can carrier of the character set forth, comprising a receptacle formed of a series of superposed annular elements, a series of vertical spaced standards secured to said elements, certain of said standards having their upper ends outturned, one
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thereof being bifurcated, a locking arm pivotally secured at one end to a standard diametrically opposite to said bifurcated standard, a flexible securing element adapted to be passed over the shoulder of the can 5 positioned in the receptacle, having one end engaged in said bifurcated standard and its other end connected to said arm, means extending from the outturned end of said other standard for securing said receptacle 10 in position on a running board of the vehicle, and means carried by said flexible element and engaging in said bifurcated end for taking up or lengthening the same. 15

In testimony whereof, I affix my signature hereto.

BERT E. WATSON.