H. LINDBLOM.

DEVICE FOR SECURING PETROL CANS AND THE LIKE TO MOTOR CARS.

APPLICATION FILED NOV. 14, 1911.

1,158,247.

Patented Oct. 26, 1915.

FIG. 2.

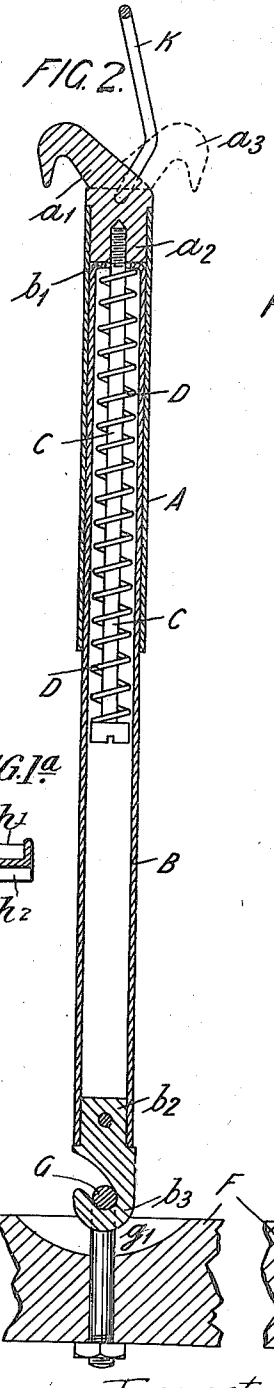


FIG. 3.

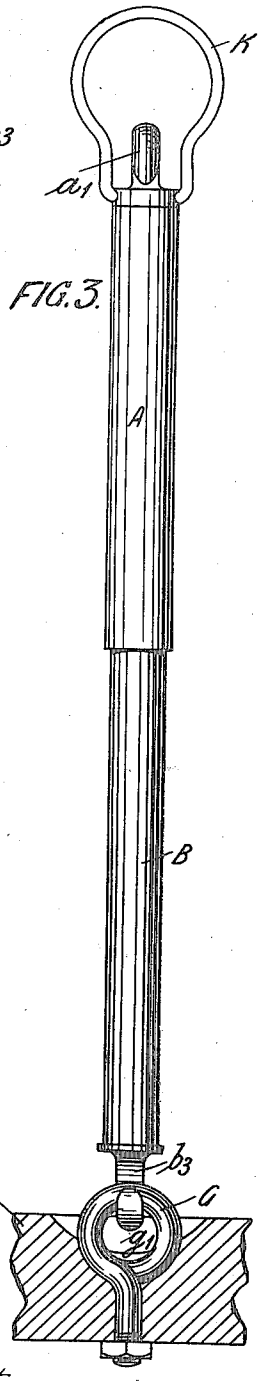


FIG. 1.

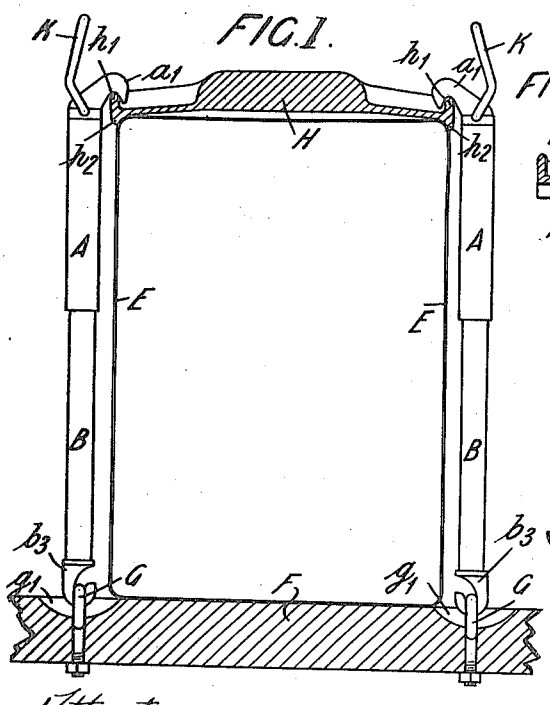


FIG. 1a.

Attest:

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UNITED STATES PATENT OFFICE.

HJALMAR LINDBLOM, OF LIVERPOOL, ENGLAND.

DEVICE FOR SECURING PETROL-CANS AND THE LIKE TO MOTOR-CARS.

1,158,247. Specification of Letters Patent. Patented Oct. 26, 1915.

Application filed November 14, 1911. Serial No. 660,246.

To all whom it may concern:

Be it known that I, HJALMAR LINDBLOM, a subject of the King of Great Britain, and residing in Liverpool, in the county of Lancaster, England, have invented a certain new and useful Improved Device for Securing Petrol-Cans or the like to Motor-Cars, of which the following is a specification.

Petrol cans are usually carried on the foot-board of a motor car and held down by a strap buckled over the top of the can. Cans so held often cause annoyance by shaking or rattling, and the object of this invention is to provide a device by which the can can be practically instantaneously secured or released, and adapted to secure the can with a firm elastic grip so as to obviate the annoyance referred to.

The device consists broadly of an elastically extensible tubular rod, with a hook at each end, one hook being adapted to swivel.

The lower hook is intended to be hooked into an eye bolt provided for the purpose on the foot-board or the like, and the upper hook is shaped so as to engage securely with the rim usually found around the top edge of the can, or to engage with the ends of a cross bar or bridge-piece extending over the top of the can.

The invention is illustrated in the accompanying drawings in which:—

Figure 1 is a view of a can with a plain top held in position by the elastic tubular rods and a bridge-piece, the bridge piece being shown in section in Fig. 1^a; Figs. 2 and 3 are respectively, an elevation in longitudinal section, and an outside elevation of one of the elastic tubular rods.

The tubular rod is in two lengths, the upper one A being a sliding fit over the lower one B. This upper tube has the upper hook a^1 fixed into it at its upper end, the shank a^2 of the hook being drilled and tapped to take the tension bolt C.

The top b^1 of the lower tube is shouldered internally so as to form an abutment for a spiral spring D housed in the tube. The tension bolt C is passed through the spring with its head abutting below it and both together are inserted from the bottom end of the lower tube; the tension bolt is then screwed into the tapped hole in a^2 by means of a screw driver or box key from below. It will be seen that the upper tube with its hook can be turned relatively to the lower tube, as may be required.

The shank b^2 of the lower hook b^3 enters the lower end of the lower tube and is attached by a cross pin or any other suitable means; the attachment being detachable so that access may be had to the tension bolt for adjusting the tension or removing the bolt and spring.

An eye bolt G is fitted to the foot-board F to take the lower hook, the eye-bolt being sunk into the foot-board and a recess g^1 being made to accommodate the eye-bolt. In some cases a recess or seating to take the bottom of the can may be provided in or on the footboard. A link K is fitted to take the finger and is used to extend the tubular rods.

The elasticity of the spring accommodates any likely variation in the height of the cans and the tension can be regulated to give a grip of any desired degree of firmness.

To accommodate cans in which there is not a rim suitable for engaging the device, I provide a cross bar or bridge-piece H adapted to fit over the can and provided with suitable projecting lugs or pins.

A suitable form of cast bridge piece H is shown in Fig. 1; in this construction the upper hooks fit over the edge h^1, and a depending flange h^2 engages the can.

The device is simple and neat in appearance and the spring is housed so as to be protected from dirt and weather; the spring being in compression, it will remain serviceable even if it should break.

The construction described has been found to be cheap and suitable but the details may obviously be varied within the limits of the invention;—for instance, in a cheaper form the hooks may be formed by flattening and shaping the ends of the tubular parts. Other modes of attaching the spring may be employed; and instead of a hook at the lower end, a T-shaped piece may be fitted and be adapted to enter a slot in a plate on the foot-board and be given a quarter turn to hold it in position; or other suitable and convenient means may be used to attach the lower end to the foot-board.

Having now fully described my invention, I declare that what I claim, and desire to secure by Letters Patent is;—

In a device for securing petrol cans in position on a platform, in combination; a plurality of gripping means, each comprising two tubular members, one telescoping within the other, the short member being pro-

vided with a hook projecting laterally and the other member being provided with a hook adapted to be fixed to the platform, a stem attached to the outer tube, a spiral spring housed within the inner tube and threaded on said stem and initially compressed between the end of the inner tube and a head on the said stem; and a bridge piece adapted to fit over the can top and provided with ledges to take the laterally projecting hooks of the several gripping means.

In testimony whereof, I affix my signature in presence of two witnesses.

HJALMAR LINDBLOM.

Witnesses:

A. S. ALLEN,

JOSEPH E. HIRST.