

T. MILLER.
OIL CAN RACK.
APPLICATION FILED FEB. 16, 1911.

995,275.

Patented June 13, 1911.

FIG. 1.

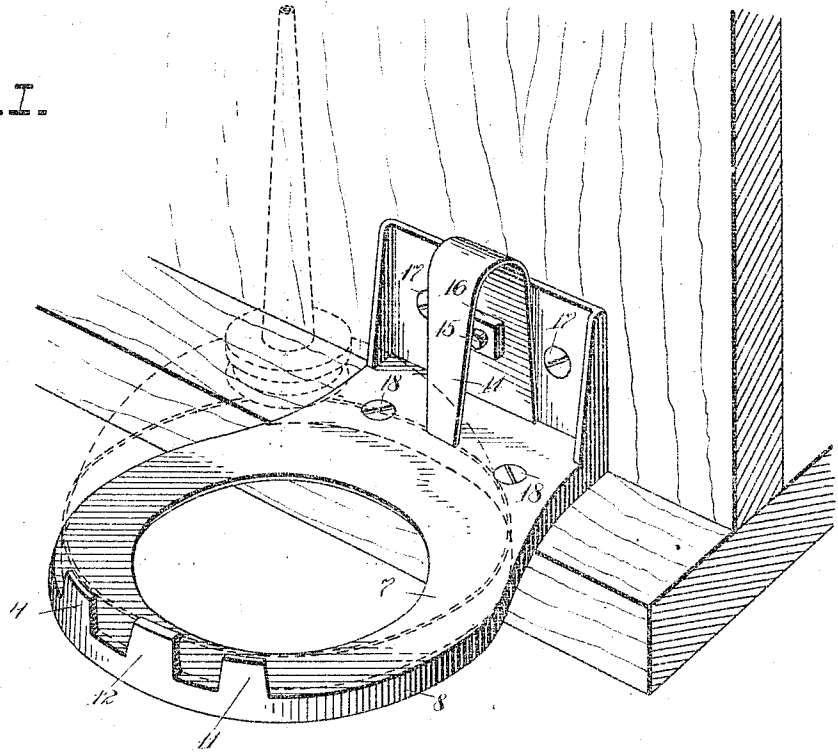
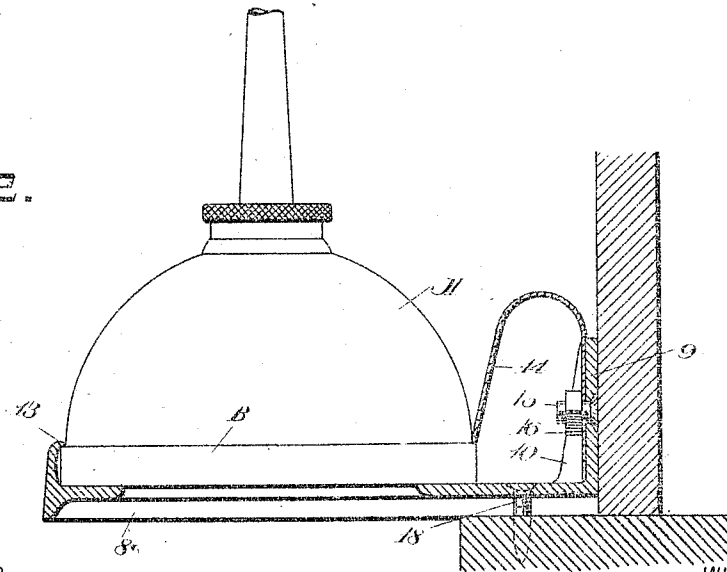


FIG. 2.



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OIL-CAN RACK.

995,275.

Specification of Letters Patent. Patented June 13, 1911.

Application filed February 16, 1911. Serial No. 609,048.

To all whom it may concern:

Be it known that I, THOMAS MILLER, a citizen of the United States, and a resident of Springboro, in the county of Warren and State of Ohio, have invented a new and Improved Oil-Can Rack, of which the following is a full, clear, and exact description.

The principal object which the present invention has in view is to provide a rack arranged to be firmly held on a vibrating structure, and to secure the can in position to prevent the dislodgment or rattling thereof.

With this object in view the invention consists in constructing a metal skeleton rack, shaped to receive an oil can of usual construction, and a spring pressure member to bear against the side of the can to hold the same firmly against holding members on the rack.

One embodiment of the present invention is disclosed in the structure illustrated in the accompanying drawings, in which like characters of reference denote corresponding parts in both views, and in which—

Figure 1 is a perspective view of a rack constructed and arranged in accordance with the present invention, showing in conjunction therewith, and in dotted lines, an oil can of usual construction; and Fig. 2 is a vertical section, taken on the median line of the said rack, showing in full lines and in holding position thereon the oil can shown in dotted lines in Fig. 1.

The special use to which I have applied the rack shown in the accompanying drawings is upon the frame of an automobile, and preferably within the hood or bonnet thereof. One of the disagreeable features of carrying oil in oil cans in a vibrating structure has been that the can becomes frequently overturned, resulting in a disagreeable exudation and spread of the oily contents over tools, wearing apparel and other articles. Further, as a rule the structure requiring the use of oil is seldom or never provided with means for carrying an oil can at the point where the oil is most required. This is particularly true in automobile construction, the tool chest or receptacle being usually under the seat of the driver, or, as in some cases, at the tail end of the vehicle.

I desire to place the oil can convenient to the hand of the chauffeur whenever he raises the bonnet of the automobile engine to inspect the same, thereby suggesting and fa-

cilitating the frequent oiling of the parts of the engine. For this purpose I have provided a circular skeleton ring 7. The ring 7 is strengthened by a flange 8 and is provided with a vertically disposed back 9. The back 9 is reinforced by suitable webs 10. At the forward position of the ring 7 are provided separated retaining lugs 11 and 12. The inner face of the lugs 11 is preferably smooth, the said lugs being provided to form retaining points disposed in circular arrangement on the ring 7 to seat the oil can A when forced outward against the lugs 11. The lug 12 is provided with an overturned edge 13. The purpose of the edge 13 is to override the projected rim B with which the usual form of oil can is provided. This arrangement of the edge 13 of the lug 12 retains the can A firmly seated upon the surface of the ring 7. The undercut of the edge 13 is prolonged to provide for downwardly forcing rims B of different widths.

To hold the can A outward against the lugs 11 and 12 and the rim B under the overturned edge 13, there is provided a guide leaf spring 14. The spring 14, as shown in the drawings, is rigidly secured to the back 9 by means of a bolt 15 and nut 16. The blank from which the spring 14 is constructed is tapered gradually, forming a widened piece to rest on the surface of the ring 7 and a contracted tongue, the end whereof is designed to rest against the dome of the can A and above the rim B. By reason of this construction the spring 14 serves the double purpose of holding the can outward against the lugs 11 and 12 and down in seated position upon the ring 7.

In operation the can A is placed in the rack by first tilting the can to insert the outer edge of the rim B against the lugs 11 and under the overturned edge 13 of the lug 12. Without removing the edge of the can from contact with the said lugs the opposite edge of the can is depressed against the spring 14 and forced downward, compressing the said spring until the rim B is forced under the free end of the said spring. In this position the can is firmly and securely held in the rack. To remove the can from the rack the operator presses the body of the can against the spring 14, further compressing the said spring until the outer edge of the rim B is moved from under the overturned edge 13. The outer edge of the can is then lifted from contact with the lugs 11

and 12 and withdrawn from the rack, permitting the spring 14 to assume its normal position.

5 The back 9 of the rack is employed for securing the rack in position, using the screws 17, or any suitable device. The screws 18 shown in the accompanying drawings are only employed when, as seen in the drawings, the rack is placed in a corner or on a
10 ridge of a fixed structure.

While I have described the employment of a rack of this character as applied to automobiles or vehicles, it will be understood as convenient for use in shops or on shop
15 tools where a jar generally results in the dislodgment of the can. Such a tool, for instance, as a drop die or punch.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:—
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1. An oil can rack, comprising a shelf-like member; a plurality of stop members arranged to form a curved wall, one of said
25 members having an overturned holding edge; and a leaf-like spring mounted on said

shelf-like member having a resilient wall extended toward said stop members to form a guide for the can, the free end of said spring being adapted to extend above the reinforcing run of the can.

2. An oil can rack, comprising a shelf-like member; a plurality of stop members arranged to form a curved wall, one of said members having an overturned holding
30 edge; and a leaf-like spring mounted on said shelf-like member having a resilient wall extended toward said stop members to form a guide for the can and means for forcing the edge of the same under the holding edge of
35 said stop members, the free end of said spring being shortened to pass over the rim of said can to hold the same upon said shelf-like member.
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In testimony whereof I have signed my name to this specification in the presence of
45 two subscribing witnesses.

THOMAS MILLER.

Witnesses:

M. J. FARR,
L. M. MILLER.