

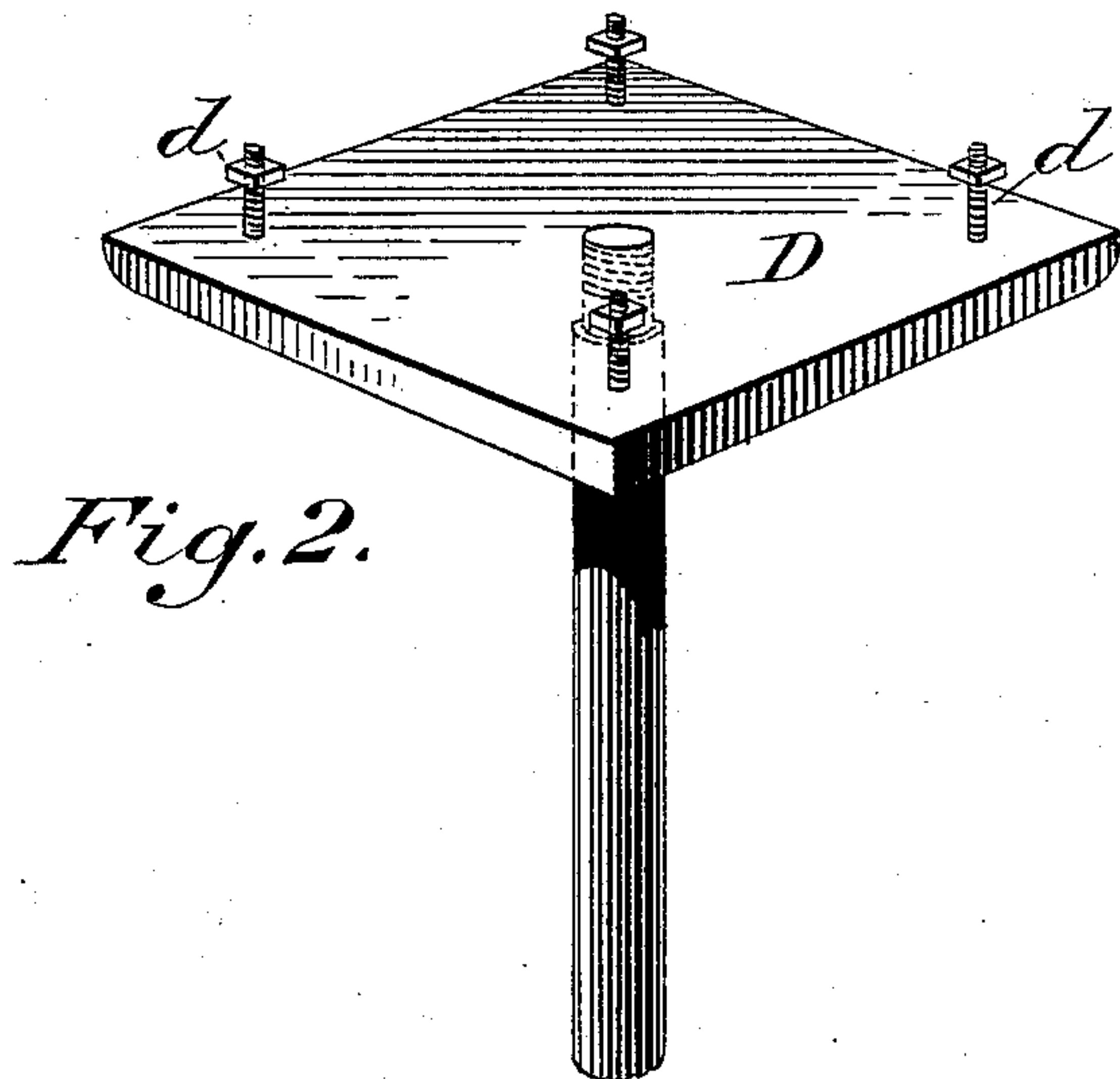
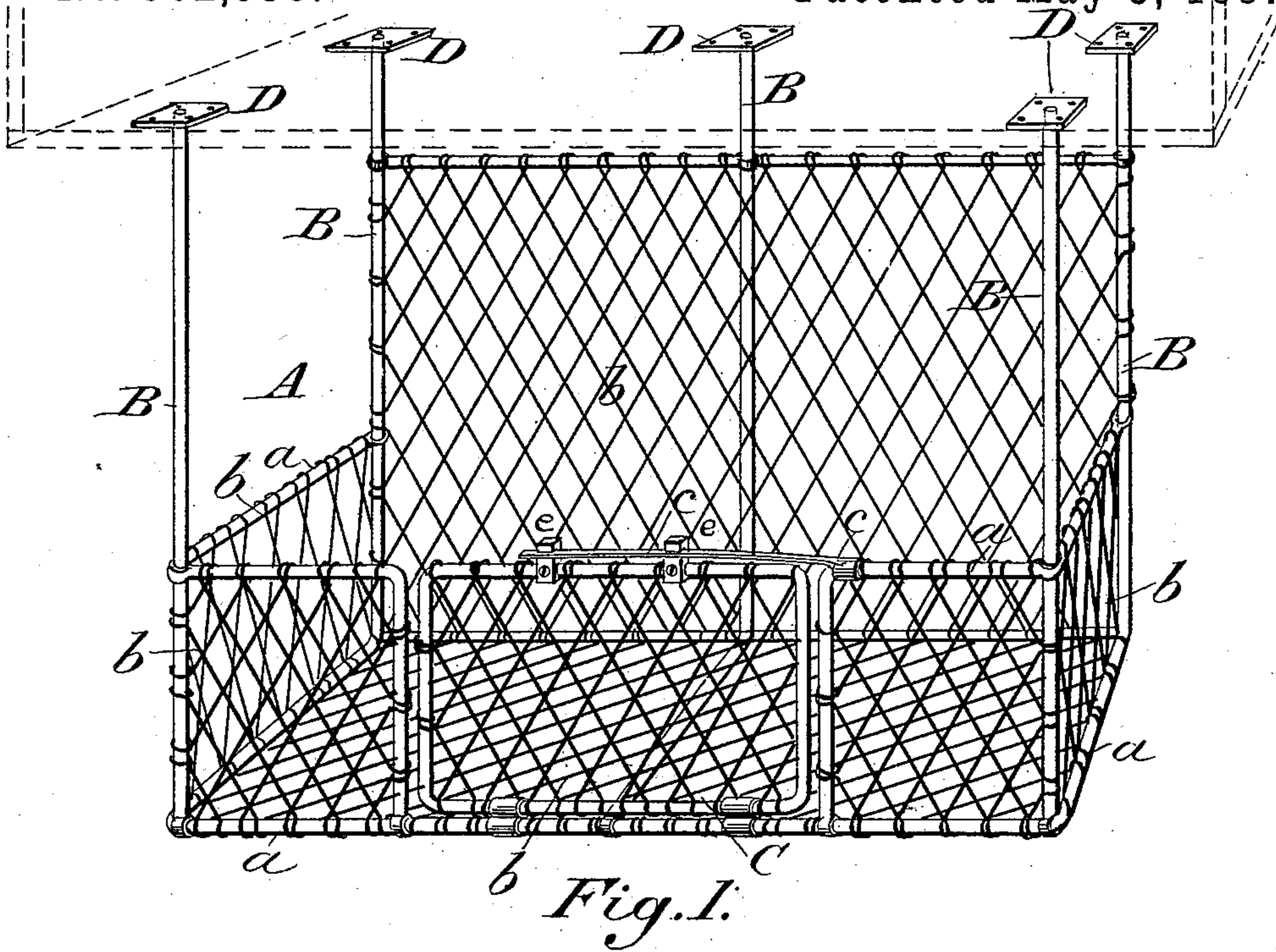
(No Model.)

C. COHEN.

VEHICLE ATTACHMENT FOR CARRYING OIL CANS, &c.

No. 362,358.

Patented May 3, 1887.



Witnesses

H. H. Schott
Fred C. Tasker.

Inventor

Inventor
Charles Cohen
By his Attorney John C. Parker

UNITED STATES PATENT OFFICE.

CHARLES COHEN, OF GLOVERSVILLE, NEW YORK, ASSIGNOR TO HELEN COHEN, OF SAME PLACE.

VEHICLE ATTACHMENT FOR CARRYING OIL-CANS, &c.

SPECIFICATION forming part of Letters Patent No. 362,358, dated May 3, 1887.

Application filed January 11, 1887. Serial No. 224,038. (No model.)

To all whom it may concern:

Be it known that I, CHARLES COHEN, a citizen of the United States, residing at Gloversville, in the county of Fulton and State of New York, have invented certain new and useful Improvements in Vehicle Attachments for Carrying Oil-Cans, and the Like; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a device or attachment for grocery-wagons and similar vehicles for the purpose of holding cans of kerosene-oil and other like packages and articles during their transportation from point to point in an ordinary city delivery; and it consists in the device substantially as described, and in its combination with a grocery-wagon or similar vehicle, substantially in the manner to be hereinafter specified, and then more particularly pointed out in the appended claim.

In the annexed drawings illustrating my invention, Figure 1 is a perspective view of my oil-can carrier, and Fig. 2 is a detail representation of the parts employed for attaching the same to the wagon-body.

Like letters of reference indicate like parts.

It is designed that this device shall be applied to the wagon-box beneath the same and near its rear end, or its side, so that the deliverer of oil or other like substances may have ready access to the carrier when standing on the ground close by his wagon.

A represents a frame of rectangular or other preferable form, composed of iron rods *a*, suitably fastened together. These rods sustain the sides and bottom of the carrier, which consist of intertwined wires *b b*, stretched between and secured to the said rods. The frame-work A is provided with vertical corner posts, B B, by means of which the attachment of the carrier to the wagon is effected. The net-work sides may be of the same or unequal heights. In the most convenient form of my invention, as depicted in the drawings, the rear side is made much higher than the others, and extends nearly to the top of the posts B, while the other sides extend upward only a portion of the way—that is to say, only so far

as may be deemed sufficient to make a good protecting wall for the cans within the carrier. Further, it will be noted that a solid bottom may be substituted, if desired, in lieu of the twining wires of the drawings.

The front side of the carrier is provided with a door, C, hinged thereto, and arranged to swing downward, in which case it is hinged to the bottom. This door is held shut by means of a suitable spring or clasp, *c*. This spring *c* is secured to one of the bars *a* of the frame by expanding one end of said spring and wrapping the same around the bar, so that it shall be held firmly thereon. To the upper bar of the door-frame is secured, by means of screws, two projecting pins, *e e*, each of which has a notch or recess formed therein of sufficient size to receive the spring.

It will be observed that when the spring-catch is withdrawn from the notches in the projections *e* its elasticity will cause it to rise up out of the path of the door, allowing the latter to be opened or closed without coming in contact with said spring, but that when the door is closed and the spring placed in the notches it effectually holds said door closed and prevents it from being opened accidentally by the jars to which the vehicle (to which the carrier is attached) may be subjected. Through this door the cans of oil may be easily introduced into and removed from the carrier.

The upper extremities of the vertical rods B B are screw-threaded, and upon them are placed the plates D, which are securely bolted by bolts *d* to the wagon-box. Thus the carrier is held perfectly stiff and the rods cannot play up and down through the box.

By means of a device thus constructed the oil cans are permitted to ride easily in a separate apartment by themselves, and thus out of soiling contact with other groceries. Further, they are more easily delivered than is possible when they are carried in the wagon-box. The carrying capacity of the wagon is therefore increased, and the ease and facility with which certain kinds of groceries may be delivered is augmented by the employment of my improved carrier.

I am aware of the patent to Holt bearing date August 5, 1884, No. 303,161, and hereby

disclaim anything therein shown, but limit my claim to the specific construction of my carrier and the devices for securing the door of the same.

5 Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

10 In a wire crate or carrier adapted for attachment to a vehicle, the combination, with said carrier, of the falling door provided with notched projecting pieces *e e*, in combination with the spring-latch *c*, attached to the frame

of the carrier and adapted to enter the notches in said projections to hold the door closed, and when freed therefrom to rise and allow the door to open freely, substantially as set forth. 15

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

CHARLES COHEN.

Witnesses:

D. H. VROOMAN,
V. L. GETMAN.